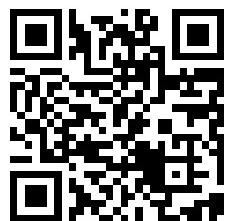
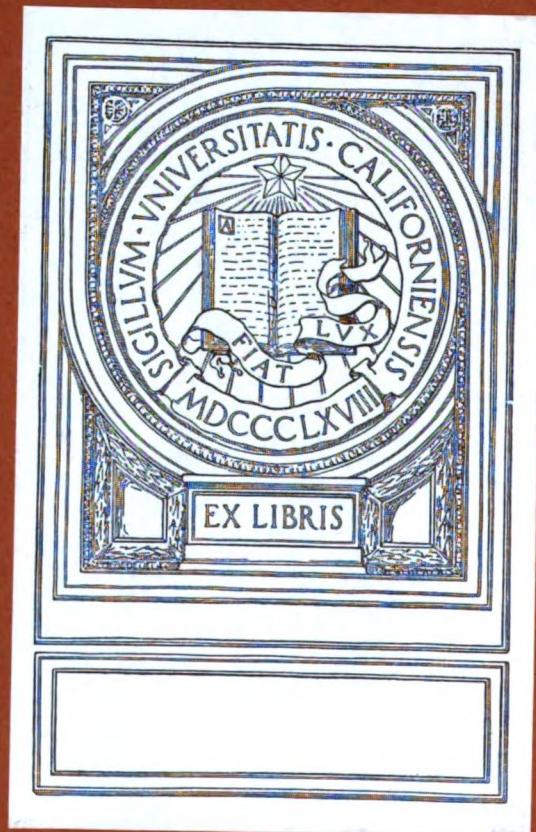

This is a reproduction of a library book that was digitized by Google as part of an ongoing effort to preserve the information in books and make it universally accessible.

GoogleTM books

<https://books.google.com>

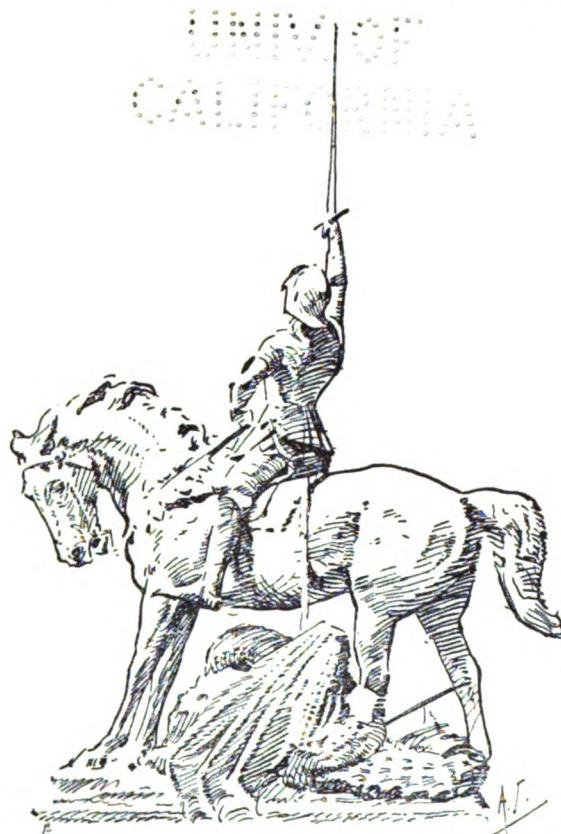




THE
CAVALRY
JOURNAL

Vol. XV

JANUARY to OCTOBER, 1925



Published at

ROYAL UNITED SERVICE INSTITUTION, WHITEHALL, S.W.1
LONDON

1925.

U.E.1
C.3
v. 15

WITH THE SANCTION OF THE ARMY COUNCIL.

UNDER THE DIRECTION OF

Field-Marshal The EARL HAIG, K.T., G.C.B., etc. (Colonel Royal Horse Guards
and 17th/21st Lancers),

Lieut.-General Sir R. S. S. BADEN-POWELL, Bt., G.C.B., K.C.V.O. (Colonel
13th/18th Hussars),

Lieut.-General Sir P. W. CHETWODE, Bt., K.C.B., K.C.M.G., D.S.O.

Colonel A. E. W. HARMAN, C.B., D.S.O., A.D.C.

Lieut.-Colonel Sir A. LEETHAM, K.C.V.O., C.M.G., F.S.A.

HONORARY EDITORS AND SUB-EDITORS.

Managing Editor:

Major-General T. T. PITMAN, C.B., C.M.G.

Editor:

Captain R. H. O. HANBURY, M.C.; 15th/19th Hussars.

Sporting Editor:

Colonel R. J. P. ANDERSON, C.M.G., D.S.O.

Sub-Editors:

Royal Horse and Royal Field Artillery.—Lieut-Colonel WILFRED JELF, C.M.G.,
D.S.O., Royal Horse Artillery.

Yeomanry.—Lieut.-Colonel F. H. D. C. WHITMORE, C.M.G., D.S.O., T.D., Essex
Yeomanry.

Royal Tank Corps.—Lieut.-Colonel W. D. CROFT, C.M.G., D.S.O., Army Headquarters,
India.

Royal Air Force.—Wing Commander W. R. READ, M.C., D.F.C., A.F.C., R.A.F.
(late King's Dragoon Guards).

Australia.—Colonel W. J. FOSTER, C.B., C.M.G., D.S.O., Department of Defence,
Melbourne, Victoria.

Canada.—Lieut.-Colonel C. E. CONNOLLY, D.S.O., Lord Strathcona's Horse,
Calgary.

Egypt.—Colonel-Commandant C. L. ROME, D.S.O.

India.—The Commandant, Equitation School, Saugor.

New Zealand.—Colonel C. G. POWLES, C.M.G., D.S.O., A.D.C., N.Z. Staff Corps,
Wellington.

South Africa.—Major R. S. MAXWELL, 1st South African Mounted Rifles,
Pretoria.

Published at

THE ROYAL UNITED SERVICE INSTITUTION, WHITEHALL S.W.1,

Director of Publicity:

C. GILBERT-WOOD, F.R.G.S., F.R.S.A., M.J.I., etc., 11, Red Lion Square, W.C.1.

Printers:

EYRE and SPOTTISWOODE, LTD, East Harding Street, E.C.4

I N D E X .

Addington, Captain the Hon. R. A. : The Introduction of Geldings into the Madras Cavalry, 64.

Alexander The Great, the Decisive Battles of (Diagrams) :

Arbela, The Battle of, 331.

Granicus, The Battle of the, 137.

Hydaspes, The Battle of the, 443.

Issus, The Battle of, 146.

By *Colonel J. F. C. Fuller, D.S.O.*, 137, 331, 443.

Australian :

Cavalry (*Illustrated*), 168.

Cavalry Leaders—New South Wales (*Illustrated*), 366

Cox, Major-General C. F., C.B., C.M.G., D.S.O., V.D.

Macarthur-Onslow, Brig.-General G. M., C.M.G., D.S.O., V.D.

Ryrie, Major-General Sir Granville de L., K.C.M.G., C.B., V.D.

Battle Honour Scrolls, Dragoon Guards and Yeomanry, 203

Battle Honours, 89, 196, 518

Beaman, Major Ardern, D.S.O. : The Tiercel, 128

Brancker, Air Vice-Marshal Sir Sefton, K.C.B., A.F.C. : My Flight to India, 468

Buckley, Lieutenant W. H. : A Regimental Hunt in India, 492

Bush Warfare, Cavalry in (Map). By *Captain W. K. Fraser-Tytler, M.C.*, 501

Carpendale, Major T. M. : The Action of Kassala—the Squadron Indigeno. (*Illustrated, Diagram*), 43

Cavalry :

- Australian (*Illustrated*), 168
- Australian, Leaders—New South Wales (*Illustrated*), 366
- Bush Warfare, in (*Map*). By Captain W. K. Fraser-Tytler, M.C., 501
- ✗ Cyclists and, in Co-operation. By Brig.-General A. G. Seymour, D.S.O., M.V.O., 157
- “Forty-Five,” In the (*Illustrated*). By Lieut.-Colonel C. H. F. Thompson, D.S.O., O.B.E., 3
- Journal Committee, The, 1
- ✗ Mechanical Aids to By Major E. G. Hume, 177
- Performance, A most Remarkable Authenticated, of (*Map*), 20
- War Memorial, The, 93
- Charrington*, Lieut.-Colonel H. V. S., M.C.: German Cavalry in the Opening Stages of the Great War (*Illustrated, Maps*), 113, 354
- Clark*, Captain J. G. W., M.C.: An Affair of Outposts (*Map*), 11
- Codrington*, Captain W. M., M.C.: Sport in Morocco, 346
- 7th Dragoon Guards—Anecdotes of the Fourth Regiment of Horse. By Major R. W. W. Grimshaw, 497
- Drocourt-Quéant Line, 2nd September, 1918 (*Map*). By Lieut.-Colonel F. H. D. C. Whitmore, C.M.G., D.S.O., 171.
- Fraser-Tytler*, Captain W. K., M.C.: Cavalry in Bush Warfare (*Map*), 501
- French Cavalry, Notes on Modern (*Diagram*). By Major E. G. Hume, 27
- Fuller*, Colonel J. F. C., D.S.O.: The Decisive Battles of Alexander the Great (*Diagrams*), 137, 331, 443.
- Arbela, The Battle of, 331.
 - Granicus, The Battle of the, 137.
 - Hydaspes, The Battle of the, 443.
 - Issus, The Battle of, 146.

INDEX

v

Game Shooting, Small, in Egypt. By "Hussar," 457

German Cavalry in the Opening Stages of the Great War (*Illustrated, Maps*). By Lieut.-Colonel H. V. S. Charrington, M.C., 113, 354

Grimshaw, Major R. W. W.: Anecdotes of the Fourth Regiment of Horse (7th Dragoon Guards), 497

Healy, Reginald F.: Polish Lancers of To-day and Yesterday (*Illustrated*), 463

Horse, The Fourth Regiment of (7th Dragoon Guards), Anecdotes of
By Major R. W. W. Grimshaw, 497

“ Horsey Fallacies.” By Major T. Lishman (*late R.A.V.C.*), 369

✗ Hume, Major E. G.: Mechanical Aids to Cavalry, 177
Notes on Modern French Cavalry (*Diagram*), 27

Hunt in India, A Regimental By Lieutenant W. H. Buckley, 492

India, My Flight to By Air Vice-Marshal Sir Sefton Brancker, K.C.B.,
A.F.C., 468

Indian Mutiny, A Sidelight on the (*Illustrated*), 123

Jaffray, H. A.: Ootacamund Hunt, 57

Kassala, The Action of, 17th July, 1894 (*Illustrated, Diagram*). By
Major T. M. Carpendale, 43

Lishman, Major T.: “ Horsey Fallacies,” 369

Madras Cavalry, Introduction of Geldings into the By Captain the
Hon. R. A. Addington, 64

- Magazines, Dominion and Foreign, 96, 205, 406, 524
- X Mechanical Aids to Cavalry. By *Major E. G. Hume*, 177
- Melville*, Lieut.-Colonel T. P., D.S.O.: International Polo, 1924, 186
- Morocco, Sport in By *Captain W. M. Codrington*, M.C., 346
- Murray, Lieut.-Colonel John, 1st Madras Native Cavalry (*Illustrated*), 401

Notes, 89, 196, 401, 518

Ootacamund Hunt. By *H. A. Jaffray*, 57

Outposts, An Affair of (*Map*). By *Captain J. G. W. Clark*, M.C., 11

Parkyn, Major H. G., O.B.E.: Yeomanry Badges (*Illustrated*), 39

Pig-Sticking—A Letter. By *Colin West*, 22

Polish Lancers of To-day and Yesterday. (*Illustrated*). By *Reginald F. Healy*, 463

Polo, International, 1924. By *Lieut.-Colonel T. P. Melville*, D.S.O., 186

Preston, Major T., M.C.: Notes on Present-day Yeomanry (*Diagram*), 66

Publications, Recent, 99, 213, 418, 533

Regimental Items of Interest, 84, 190, 387, 514

Seymour, Brig.-General A. G., D.S.O., M.V.O.: Cavalry and Cyclists in Co-operation, 157

Sporting Notes, 105, 221, 422, 535

Squadrone Indigeno, The, (*Illustrated, Diagram*). By *Major T. M. Carpendale*, 43

- Thompson, Lieut.-Colonel C. H. F., D.S.O., O.B.E. : Cavalry in the "Forty-Five" (Illustrated),* 3
- Tiercel, The.* By *Major Ardern Beaman, D.S.O.*, 128
- West, Colin : Pig-Sticking—A Letter,* 22
- Whitmore, Lieut.-Colonel F. H. D. C., C.M.G., D.S.O. : Drocourt-Quéant Line, 2nd September, 1918 (Map),* 171
- Yeomanry :**
- Badges (*Illustrated*). By *Major H. G. Parkyn, O.B.E.*, 39
- Notes on Present-Day (*Diagram*). By *Major T. Preston, M.C.* 66
- Ypres, Memorial Church at,* 90, 521



PLATES.

COLONEL GARDINER AT PRESTONPANS, 1745	<i>Frontispiece</i>
A MAMELUKE HANDLING A YOUNG HORSE	<i>To face page 38</i>
THE SQUADRONE INDIGENO	50
THE CHARGE OF THE 12TH LANCERS AT CÉRIZY (28TH AUGUST, 1914)	113
RISSELDAR MAJOR OF THE 3RD IRREGULAR CAVALRY	124
THE 3RD LIGHT HORSE BRIGADE APPROACHING DAMASCUS	168
PREPARATION FOR THE RIDERLESS HORSE RACE IN ROME	177
PORTRAIT OF LIEUT.-COLONEL JOHN MURRAY (1ST MADRAS NATIVE CAVALRY)	331
AUSTRALIAN CAVALRY LEADERS :—	
MAJOR-GENERAL SIR GRANVILLE DE L. RYRIE, K.C.M.G., C.B., V.D.	366
MAJOR-GENERAL C. F. COX, C.B., C.M.G., D.S.O., V.D.	366
BRIG.-GENERAL G. M. MACARTHUR-ONSLOW, C.M.G., D.S.O., V.D.	366
TURK RINGING A YOUNG HORSE	368
MAJOR-GENERAL JOHN VAUGHAN'S "MERRIE ENGLAND"	431
5TH (PRINCESS CHARLOTTE OF WALES'S) DRAGOON GUARDS, 1835	443
A CHESTNUT AUSTRALIAN GELDING	522

३५४
३५५
२५६
८५७



From the History of the 13th Hussars. By permission.

COLONEL GARDINER AT PRESTONPANS, 1745.

THE CAVALRY JOURNAL

JANUARY 1925

UNIV. OF
CALIFORNIA

'CAVALRY JOURNAL' COMMITTEE

A MEETING of this Committee was held at the Royal United Service Institution on November 26, 1924.

Lieutenant-General Sir Philip Chetwode, Bart., K.C.B., K.C.M.G., D.S.O., presided, the following Members of the Committee being present : Major General T. T. Pitman, C.B., C.M.G.; Lieutenant-Colonel Sir A. Leetham, K.C.V.O., C.M.G.; Lieutenant - Colonel R. J. P. Anderson, C.M.G., D.S.O.; Lieutenant - Colonel W. W. Jelf, C.M.G., D.S.O., R.H.A.; Lieutenant-Colonel F. H. D. C. Whitmore, C.M.G., D.S.O., T.D.; and the Editor, Captain R. H. O. Hanbury, M.C.

The minutes of the last meeting were read and approved, and the Statement of Accounts for the year was examined and accepted; the Committee considered the same to be most satisfactory. The Managing Editor undertook to circulate copies of these accounts to the various Cavalry Regiments concerned.

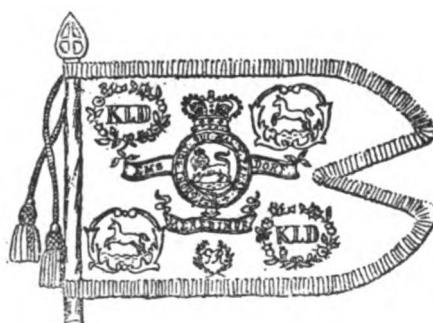
The question of reducing the subscription to the *Journal* was discussed; it was decided that, until the financial position of the *Journal* was considerably more secure, it was not practical to do so.

A vote of thanks was passed to the following voluntary contributors during the past year, who were not on the staff:

of the *Journal* :—Lieutenant-General Sir Henry De Beauvoir De Lisle, K.C.B., K.C.M.G., D.S.O.; Major General Sir William Edmund Ironside, K.C.B., C.M.G., D.S.O.; Brigadier General F. FitzHugh Lance, M.C., Indian Army; Brigadier General H. M. W. Souter, C.M.G., D.S.O., Indian Army; Lieutenant Colonel F. H. D. C. Whitmore, C.M.G., D.S.O., T.D., Essex Yeomanry; Lieutenant-Colonel T. P. Melvill, D.S.O., 17th/21st Lancers; Lieutenant-Colonel T. W. Pragnell, D.S.O., 4th Queen's Own Hussars; Lieutenant-Colonel E. D. Miller, C.B.E., D.S.O., late 16th Lancers; Lieutenant-Colonel W. J. Lambert, D.S.O., 9th R. Deccan Horse, Indian Army; Lieutenant-Colonel E. B. Maunsell, 14th Scinde Horse, Indian Army; Major A. A. H. Beaman, D.S.O.; Major C. F. Vander Byl, 16th/5th Lancers; Major H. F. Whitby, 19th K.G.O. Lancers, Indian Army; Major R. W. W. Grimshaw, 17th Poona Horse, Indian Army; Major T. Preston, M.C., Yorkshire Hussars, T.A.; Major the Hon. R. A. Addington, 8th K.G.O. Cavalry, Indian Army; Major O. Teichman, D.S.O., M.C., R.A.M.C., T.A.; Captain P. de la Bere, Royal Air Force; Captain R. V. Steele, M.B., B.S.; Walter Evelyn, Esq.

The Committee voted certain gratuities to the clerical staff.

A vote of thanks to the Chairman for presiding completed the proceedings.



CAVALRY IN THE 'FORTY-FIVE'

By LIEUT.-COLONEL C. H. F. THOMPSON, D.S.O., O.B.E.

FEW have not at some period in their lives been attracted by the romantic glamour which surrounds the persons and events connected with the Jacobite rising known as the 'Forty-Five.' In particular the tragic history of the hero—Prince Charlie—has thrown a vivid light on what would have been counted otherwise as a mere incident in the stirring succession of Continental wars and Colonial expansion which forms the main interest of British history during the middle decades of the 18th century.

To the sober historian the rebellion of 1745 provides a field for study more from a consideration of the conditions which permitted of its amazing, even though temporary, success than from any actual incident which took place during its progress. For could it be possible for any enterprise to have appeared more hopeless from its very inception! Charles Edward landed with seven persons in a remote part of the Highlands of Scotland and, joined a few days after his arrival by a few Highlanders, undisciplined and ill-armed, without cavalry, without artillery, without one place of strength in his possession, he attempted to dethrone the King and subvert the Government of Britain. And yet, before the seemingly inevitable conclusion of this daring (nay foolhardy) enterprise, Prince Charles and his followers had defeated more than once the King's troops, had overrun one of the United Kingdoms, and marched so far into the other that the very capital trembled at their approach. Indeed, during the tide of fortune, which had its

ebbs and flows, there were moments when nothing seemed impossible.

The main reason for the surprising success which attended the rebel forces can be traced in the history of Scotland since the union of the two Crowns under James I. The Highlanders, secure in their mountain fastnesses, were little affected by the cessation of the traditional feud between England and Scotland. They remained attached to their several chiefs, and carried on their petty wars and raids with the same ardour that they had exhibited for centuries. Not so the Lowlanders, who at once laid down their arms, which seemed to them an unnecessary burden when once their ancient enemies had become their fellow subjects. The untasted pleasures of peace were delicious to both nations, and during the pacific reign of James they enjoyed them in perfect security. The militia was totally neglected, and for many years training in arms was so little regarded that when the Civil War broke out there were but few weapons to be found in the country, and nobody could use them. The Highlanders thus acquired a military superiority to the Lowlanders which the victories of Montrose and Dundee only served to enhance. The Highlanders lived under their chiefs in arms; the people of England and the Lowlands of Scotland lived without arms under their sheriffs and magistrates. Every rebellion was, consequently, a war carried on by the Highlanders against the Standing Army, and a declaration of war with France or Spain, which required the service of the regular troops abroad, was a signal for rebellion at home.

It was, indeed, this last condition which had determined Prince Charles to make his attempt. In May, 1745, was fought the battle of Fontenoy, and Charles calculated, as was proved correctly, that the victory of Saxe would prevent the return of British troops to reinforce the inconsiderable number available in the United Kingdom to oppose his progress. As it was, the army commanded by Sir John Cope

in Scotland, when the standard of the Stuarts was raised at Glenfinnan, consisted of three battalions and a half of Infantry and two regiments of Cavalry, both horse and foot the youngest regiments in the British Army.

The two regiments of Cavalry were dragoons, commanded by Colonels Gardiner and Hamilton. They had both been raised in the year 1715, but had never seen any foreign service; although in the actual happenings of the eventful months which saw the occupation of Edinburgh by Prince Charles and the Battle of Prestonpans, these two regiments of dragoons are constantly in the forefront of the stage, and it was their action—or, rather, failure to act—which determined more than once the progress of the rebel arms. For Sir John Cope, on marching into the Highlands to seek out the enemy, left his cavalry behind as being unsuitable for the mountainous country he expected to traverse, and when the rebel army, having outmanœuvred Cope, advanced on Edinburgh, the two dragoon regiments of Colonels Gardiner and Hamilton, numbering some six hundred all ranks, were the sole hope of the pacific inhabitants of the capital of Scotland. Volunteers were hastily enrolled, but all eyes were turned on the King's troops to watch their behaviour when confronted with the Highland levies.

John Home, in his 'History of the Rebellion of 1745,' published in 1802, but at the same time valuable as being a record of personal experience, gives an instructive account of the conduct of these troops at this crisis, and it is of interest to quote him : ' Colonel Gardner, with his two regiments of dragoons, the town guard, and the men of the Edinburgh regiment, had remained at Corstorphine on the 15th till the evening. At sunset the Colonel, leaving a party of dragoons near Corstorphine, retreated with his two regiments to a field between Leith and Edinburgh; the infantry returned to the City. That night General Foukes arrived from London, and early next morning received an order from General Guest to take

the command of the two regiments of dragoons, and march them to a field at the east end of the Colt Bridge (about two miles from Edinburgh). In the forenoon the men of the town guard and the Edinburgh regiment joined the dragoons. When the rebels came near Corstorphine they saw the party of dragoons, where they had been posted by Colonel Gardner; and some young people, well mounted, were ordered to go near, take a view of the dragoons, and bring a report of their number. These young people, riding up to the dragoons, fired their pistols at them, who wheeled about, and rode off to the main body. General Foukes and the two regiments of dragoons set off immediately, and between 3 and 4 o'clock of the afternoon passed on the north side of the town by the Long Dykes (where the new town stands) in full view of the people of Edinburgh. Instantly the clamour rose, and crowds of people ran about the streets crying out that it was madness to think of resistance, since the dragoons were fled. . . .

Whilst the heralds were proclaiming King James at Edinburgh, Sir John Cope was landing his troops at Dunbar, and was soon joined by his two regiments of dragoons. To quote Home once more—‘The two regiments of dragoons, having retreated from the Colt Bridge, halted some time at Leith and at Musselburgh, then made the best of their way to Dunbar.’

At the Battle of Prestonpans, when sent forward to save the cannon which were in danger of falling into the hands of the advancing Highlanders, the dragoons, after receiving some fire which killed several men and wounded Lieut.-Colonel Whitney, wheeled about and fled with Colonel Gardiner's squadron; and finally, Hamilton's dragoons, so soon as they received fire from the Highlanders, wheeled about, retreated, and left the flank of the foot unguarded. This melancholy episode is redeemed to some extent by the heroic conduct of Colonel Gardner, a soldier of a character so remarkable as to deserve special mention in any account of the Rebellion.

James Gardiner, Colonel of dragoons, was born in 1687, and served with great distinction in the campaigns of Marlborough. He was renowned for skill as a horseman, and in 1724 was made Major of the Earl of Stair's Dragoons, later the 6th Inniskillings. According to his own statement, in his early years he lived in a dissolute fashion, but was converted by a vision. Whatever may have been the cause, Colonel Gardiner, as the readers of 'Waverley' will remember, appears from 1730 onwards in the character of a religious enthusiast, the pattern of a Christian gentleman. In 1743 Gardiner succeeded General Bland as Colonel of the regiment of dragoons, later known as the 13th Hussars, then quartered in East Lothian.

At the battle of Prestonpans, Gardiner's dragoons were posted on Cope's right wing. After the discomfiture of the cavalry the battle was irretrievably lost, but Gardiner would not leave the infantry in the desperate plight in which they were now placed. The officer in command of the foot was struck down, when the Colonel (he had already received two wounds) immediately quitted his horse, snatched up a half-pike, and took upon himself the command of the foot, till he was brought down by three wounds. The third and mortal wound was given him by a Highlander armed with a Lochaber axe, who came behind him while he was reaching a stroke at an officer with whom he was engaged. He was carried in a very weak condition to his own house near by, and expired on the next day.

As pointed out by Mr. Little, the army of Prince Charlie possessed practically no Cavalry in the strict sense of the term. John Home thus describes the rebel army when preparing to invade England: 'They were not 6,000 men complete; they exceeded 5,500, of whom 400 or 500 were cavalry; and of the whole number, not quite 4,000 were real Highlanders, who formed the Clan regiments, and were indeed the strength of the rebel army. All the regiments of foot

wore the Highland garb; they were thirteen in number, many of them very small. Besides the two troops of horse guards, there were Lord Pitsligo's and Strathallan's Horse, Lord Kilmarnock's horse grenadiers, and a troop of light horse or hussars to scour the country and procure intelligence.'

The skirmish at Clifton during the retreat of the rebel army, to which Mr. Little alludes, is chiefly remarkable for the energy displayed by Lord George Murray, who was in command of the rear-guard, and was the only one of the rebel leaders possessed of any considerable military ability or initiative. The main body of the Duke of Cumberland's Cavalry does not appear to have been engaged at all, and the fighting which took place was of the nature of a rearguard action in which Murray's two regiments of Highlanders (Glengarry and Macpherson), drawn up along a hedge which formed the boundary of Lord Lonsdale's Park, charged and drove back a small body of dismounted dragoons, and so secured their retreat without molestation to Penrith. The conflict lasted but a few minutes.

It has always seemed to me remarkable that the Duke of Cumberland was unable, with his considerable force of regular cavalry, to harass more effectively the Highland army during their retreat. That he did not do so is a striking tribute, both to the physical endurance of the Highlanders and the discipline which prevented straggling and desertion on any appreciable scale. It may be, however, that the Duke purposely refrained from pressing the pursuit, when once it became evident that it was the intention of the rebels to return to Scotland with all possible speed.

The battle of Falkirk was fought in January, 1746. This engagement, which reflected small credit on the King's troops—chiefly, it is true, owing to the amazing incapacity displayed by General Hawley—gave rise to an acrimonious discussion with regard to the order given by that Commander to Colonel Ligonier at the commencement of

the battle. Colonel Ligonier, who commanded the cavalry, which consisted of three regiments of dragoons, received an order from General Hawley to attack the whole of the Highland army, amounting to some 8,000 foot, drawn up in two lines. The result was disastrous, as will appear from Home's account : ' Colonel Ligonier with the three regiments of dragoons advanced against the Highlanders, who at that very instant began to move towards the dragoons. Lord George Murray was marching at the head of the MacDonalds of Keppoch, with his drawn sword in his hand and his target on his arm. He let the dragoons come within ten or twelve paces of him, and then gave orders to fire. The MacDonalds of Keppoch began the fire, which ran down the line from them to Lord Lovat's regiment. This heavy fire repulsed the dragoons. Hamilton's and Ligonier's regiments wheeled about, and fled directly back; Cobham's regiment wheeled to the right, and went off between the two armies, receiving a good deal of fire as they passed the left of the rebels.'

Home gives as the reason for Hawley's action that he did not imagine that the Highlanders would venture to attack his army, but would endeavour to give him the slip. In his conceit, he ordered his dragoons and foot to march up the hill, intercept the rebels, and force them to come to an action. ' Hence,' says Home, ' the conflict happened on a piece of ground which he had never viewed, and was a field of battle exceedingly disadvantageous to his troops.'

At Culloden we at length find a Commander who was able to make intelligent use of his Cavalry. The Cavalry at the disposal of the Duke of Cumberland consisted of the Duke of Kingston's regiment of light horse and one squadron of Lord Cobham's dragoons posted on the right of the first line, and Lord Mark Kerr's regiment of dragoons and two squadrons of Lord Cobham's posted on the left. In order to induce the Highlanders to leave their ground, the Duke directed a furious cannonade on the rebel army. The artillery

did great execution, and lanes were made through the Highland regiments, which at length, unable to restrain their impatience, advanced against the King's troops. Despite the most devoted valour, the clans had no chance against infantry skilfully disposed and well supported by cannons loaded with grape shot; and, so soon as their line broke, the Duke utilised his cavalry to throw them still further into confusion, and finally to do fearful execution in the pursuit towards Inverness.

'Chief and vassal, lord and yeoman,
There they lie in heaps together,
Smitten by the deadly volley,
Rolled in blood upon the heather;
And the Hanoverian horsemen,
Fiercely riding to and fro,
Deal their murderous strokes at random.'

AYTOUN, 'Lays of the Scottish Cavaliers.'

The only cavalry at the disposal of Prince Charles at Culloden were two troops of Horse Guards, sadly diminished in numbers, and a troop of Fitz-James's Horse. They took no part in the action, and indeed were the sole portion of the Highland army to escape from the fatal field.



AN AFFAIR OF OUTPOSTS

By CAPTAIN J. G. W. CLARK, M.C., *16th/5th Lancers*

THE following notes, which deal with operations carried out by the 16th Lancers on August 28 and 29, 1914, may be of interest.

It will be remembered that the task of the Cavalry was then to cover the remainder of the British Expeditionary Force which was in full retreat after the Battle of le Cateau. The immediate task of the 3rd Cavalry Brigade was to prevent the enemy crossing the Crozat Canal, which connects the Somme and Oise Rivers, before 9 a.m. on August 29. The road bridge over the Canal at Jussy was then to be destroyed. After spending the night of August 27-28 near St. Quentin, the 16th Lancers took up an outpost position on the high ground one mile south of Essigny, facing north, at about 3 o'clock in the afternoon of the 28th.

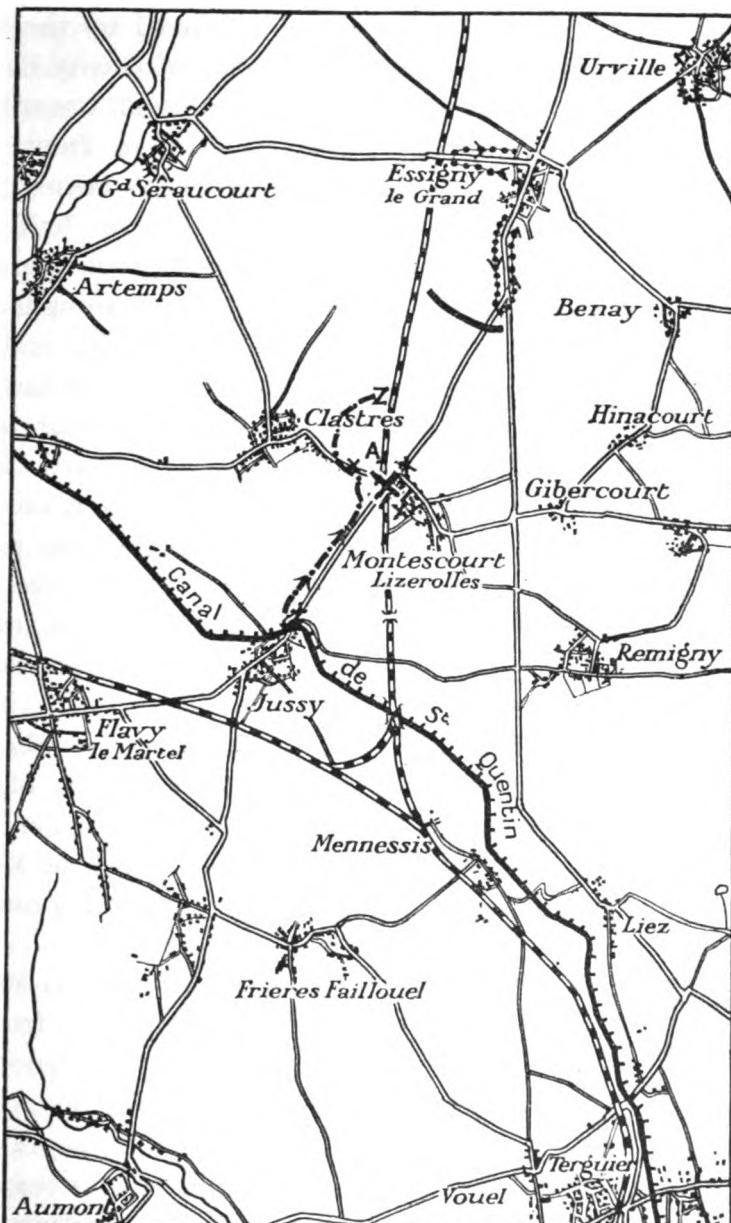
The position, from the point of view of day outposts, was an ideal one. It offered a big field of view over the rolling country to the north, there was no dead ground for 2,000 yards to the front, and there were ample facilities for retreat unobserved by the enemy. In addition, the corn, which was then in stooks, offered excellent covered firing positions for the dismounted men. The led horses were some 500 yards away on the reverse side of the slope.

A patrol of Uhlans made their appearance in Essigny village at about 4 p.m., and trotted down the road towards Montescourt. These were allowed to come within 400 yards of the position before they were fired at; no horses or men

were hit, however, and the patrol galloped back again into Essigny. Some half hour afterwards, another patrol of about a dozen German Cavalry was seen to be going from Essigny in a westerly direction towards the railway. As it was thought that this patrol might be trying to find the open left flank of the 16th Lancers, which rested on the railway, a section of 'D' Battery, R.H.A., from a forward position, fired a few rounds at a range of 2,000 yards. This had the desired effect, for the patrol immediately returned to the cover of the village.

At about 7 p.m. this day outpost position was vacated and the whole brigade withdrew to the south of the Canal in the neighbourhood of Jussy. Night outposts were found by two troops of Major Campbell's squadron in Montescourt. These two troops, under the command of Captain Beddington, found three sentry posts at points marked on the sketch, to ensure local protection. The place was put in a state of defence by making a barrier just S.W. of the railway embankment, so that the defenders were ready either to man the embankment or to reinforce to N.W. or S.E. as required.

The change of position from day to night outposts is, in this instance, very marked. By day, the whole of a long ridge is occupied. By night it is only considered necessary to block a village, through which the main road ran, with two troops. The principle of economy of man-power, at a time when all ranks were much exhausted, is here well exemplified. The position of the night outposts was determined after making sure by patrols that the enemy were billeting in Essigny. Any movement across country by night, except by roads or farm tracks, was improbable. The question of defence at night was rightly considered of great importance. All were dog-tired, but still a barrier had to be made, and this took until 11 p.m. After that, everybody, except the sentries, could sleep in peace, as there was no chance of being rushed.



- Day outpost position: 28th
- German patrols: 28th
- × × Night outposts: 28/29th
- Track of 2 Troops: 29th
- Z Position of 2 Troops after reaching the railway.
- A Position of detached dismounted section.

That the dispositions were good was proved by the result. At about 4 a.m. on August 29, two troops of enemy Cavalry, led by officers, came straight down the road towards the barrier. This force had no protection out in front of it. Fire was withheld until the leading horses of the enemy got to within about 20 yards of the barrier. In the half light, shooting was necessarily not very accurate, but an officer and eight men were killed and six men were wounded and captured. A few horses were also captured. It is hardly necessary to comment on this exhibition of German tactics.

As soon as it was light, Major Campbell brought up the remaining two troops of his squadron to Montescourt. Before his arrival, however, a half-hearted dismounted attack was made by a troop of the enemy on the village, coming parallel to the railway and on the east side of it. They were easily repulsed. Leaving one section dismounted on the railway about half a mile north of the village, as well as the two troops which had been there all night, and were still in it, the squadron leader took the other two troops in the direction of Clastres. This was evidently done with the idea of satisfying himself that his left and most dangerous flank was reasonably safe. Owing to the thick woods south of Montescourt, there was very little chance of the enemy using mounted troops in that vicinity.

However, when two troops were halfway between Montescourt and Clastres, there was considerable rifle fire from the section which had been left on the railway embankment. Major Campbell at once directed the two troops on the embankment, where they found a troop of enemy Cavalry in full retreat. This troop, while crossing the railway, had been caught at a range of 400 yards by the section which had been left specially for that purpose. On a misty morning, the dismounted men had used their rifles to some effect, as they accounted for three horses and enabled three prisoners to be captured, among whom was an officer.

This latter instance brings out the fact that a rearguard, boldly handled, does much to stop any incautious advance by an enemy. If Major Campbell had been content merely to reinforce his half squadron at Montescourt, it is more than probable that the German cavalry, who were then very active, would have tried to surround the village. As it was, the Germans showed no inclination to make a further advance up till 9 a.m., when the squadron was withdrawn over the Canal at Jussy. The delay extended even after the withdrawal of the squadron, for the Germans, believing the village to be strongly held, were shelling it with a view to attack about half an hour after the squadron retired. The Canal bridge was then blown up by the pioneer officer of the 16th Lancers. The Germans evidently experienced some difficulty in crossing the Canal, for they were not seen again during the next twenty-four hours. Thus our hard-pressed Infantry were enabled to obtain a little respite.

There is also one other lesson in these operations which must not be overlooked, and that is the question of food for man and horse. At that time, the pace of the retreat had caused a breakdown in the chain of supplies, with the result that the troops were dependent on what they could obtain by requisition from the villages through which they happened to pass. On the evening of August 28, Major Campbell sent up to the two troops in Montescourt a barrow-load of sardines, all that was obtainable in Jussy. Also, by dint of eloquent but firm persuasion, Captain Beddington succeeded in making the Maire of Montescourt bake some bread. Forage, on the other hand, did not offer so much difficulty. The horses were able to graze on the stooks of corn which stood in the fields, while in nearly all the large farms a plenitude of old hay and oats was to be found.

It is noteworthy that, owing to the pace of the retreat, there was during the next three or four days only one map in the possession of the regiment, this being the one that was

taken from one of the captured German officers at Montescourt. It was, luckily, an exceedingly accurate map, clear and well marked, and showed the whole country, including all the forts, between the Belgian frontier and Paris.

A CURIOUS SEQUEL

The Defence of the Jussy Canal in March, 1918

IT was a strange coincidence that nearly four years after the incident described above, when the Fifth British Army were driven back over the same ground, the 16th Lancers found themselves at the very same spot carrying out a similar task under somewhat different circumstances.

On the morning of March 21, 1918, when the long-expected storm burst on the Fifth Army front, the 2nd Cavalry Division were billeted in the vicinity of Guiscard and Grandru, about twelve miles behind the front line, as mobile reserve to the IIIrd Corps. Arrangements had been made for the Division to find three dismounted brigade groups, and the intention was to 'buss' these rapidly up to the front should the enemy penetrate the battle zone.

By 12 noon on the 21st, the 4th Cavalry Brigade group were 'embussed' and on their way to Viry Noreuil, whence two regiments moved up to Liez. The 5th Cavalry Brigade group had moved up to Jussy as a working party on the previous day.

The 3rd Cavalry Brigade group (4th Hussars, 5th Lancers and 16th Lancers) 'embussed' at 3 p.m., and proceeded to Failleul and Le Poteau.

The 3rd and 4th Brigade groups were under command of General Bell Smyth, who was ordered by IIInd Corps to take over the defence of the Green Line from 18th Divisional boundary at Menessis to the Corps boundary, about two miles N.W. of Flavy Martel, a front of about 8,000 yards, the

effective strength of the two brigades being about 1,000 rifles and the complement of machine guns and Hotchkiss rifles.

This necessitated the force being split up into a number of small units, the individual stories of which all tell the tale of a continuous struggle to stem the tide and block up holes which our retiring Infantry had left open, only to find that the dam had burst at other places, through which the advancing Germans had poured through.

By the time the Cavalry had taken up any sort of position, the Germans had penetrated through our front line in some places to a depth of 3,000 yards, though at other places small detachments of our Infantry were still gallantly holding out in their original posts, despite the fact that they were completely surrounded. A general retirement was ordered, and throughout the night of the 21st the Infantry retired through the Cavalry position.

The actual position of the 16th Lancers was on the canal near La Montagne, while units of the 5th Brigade group were in Jussy and along the canal to the north.

On the morning of the 22nd there was again a thick fog, and reconnaissances were sent out by all units to their respective front and flanks. Small detachments of Infantry which had been lost during the night kept coming in, only too glad to receive orders from the Cavalry, and in many cases they remained to fight shoulder to shoulder throughout the 22nd and 23rd : their misfortune was the complete lack of knowledge of the tactics of a rear-guard action. Units of the 5th Cavalry Brigade fought a series of rearguard actions from the Menessis-Essigny railway to the canal at Jussy, where several hostile attacks were beaten off during the day. By the evening of the 22nd, the defence of the green line was still being well maintained. The 16th Lancers were drawn into reserve on the railway cutting, with the exception of two troops under Lieutenant Pilkington, sent forward to hold a gap between the 4th Hussars and some Infantry ; the latter were found

to have little knowledge of the necessity of keeping touch to a flank. A hotchkiss rifle was placed on the canal embankment, while the two troops took up a position about 150 yards in rear. At dawn on the 23rd the enemy attacked the canal line in force under a machine-gun barrage; the two troops of the 16th Lancers put up a stubborn resistance, holding on until they had run out of ammunition and both flanks had been turned. This, however, was only one of many similar actions by other units of the division along the canal line. The casualties inflicted on the advancing Germans must have been very heavy. At many points on the canal attack after attack was driven back, but the line was too long and our men too thin on the ground to prevent infiltration, with the result that a general withdrawal had to be made.

We have only to study our own casualty list to see with what gallantry the units stuck to their posts. They had been deprived of the greatest asset which cavalrymen possess—‘mobility’—and this through the decision of the authorities to send them forward in busses, instead of on horseback. When the distance (under nine miles) is considered, it will be seen that this was open to criticism. General Butler, commanding the IIIrd Corps, was one of the first to realise the error, and as soon as the dismounted units could be disengaged from the fight he reassembled the 2nd Cavalry Division as a mounted reserve, and in the following few days had reason to be thankful.

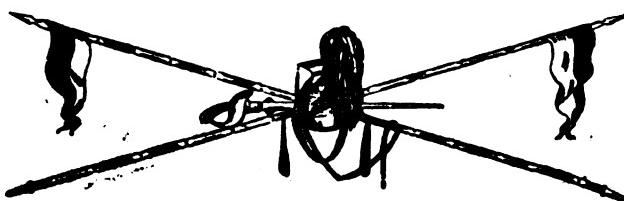
In a rearguard action of the above description, where the country, being well behind the trench system, is thoroughly open, a mounted unit can cover twice the extent of ground, without the danger of losing touch. If the led horses are well handled, the losses from shell fire need not be heavy, and the casualties amongst men will be considerably reduced.

Between March 21 and 26, the 2nd Cavalry Division casualties amounted to 51 officers and 900 other ranks, and

fully half of these were during the fighting on the Jussy Canal.

The price was a heavy one, but perhaps not out of proportion to the task fulfilled. As in the past, so in the future, Cavalry will always be prepared to throw themselves into the breach to save an army should the situation demand it of them.

It will interest Cavalry officers to read the following extract from General Butler's report on the operations of the IIIrd Corps : 'The main point which stands out above all others as a result of these operations is, in my opinion, the value of Cavalry in open warfare. Cavalry or mounted men must be available to keep Corps and Divisional Headquarters informed as to the situation, and to act as a mobile reserve, ready to protect the flanks or hold important positions temporarily until they can be occupied by Infantry. In addition, distant reconnaissances can only be carried out, and contact with hostile troops maintained, by Cavalry; as, owing to weather and light conditions, aircraft can neither be relied on to get or maintain information about the enemy, especially if the country is much intersected. In this connection I am of opinion that it is essential that both Corps and Divisional Cavalry should be maintained, or that Corps should be allotted sufficient mounted troops for both duties.'



***A MOST REMARKABLE AUTHENTICATED
PERFORMANCE OF CAVALRY***

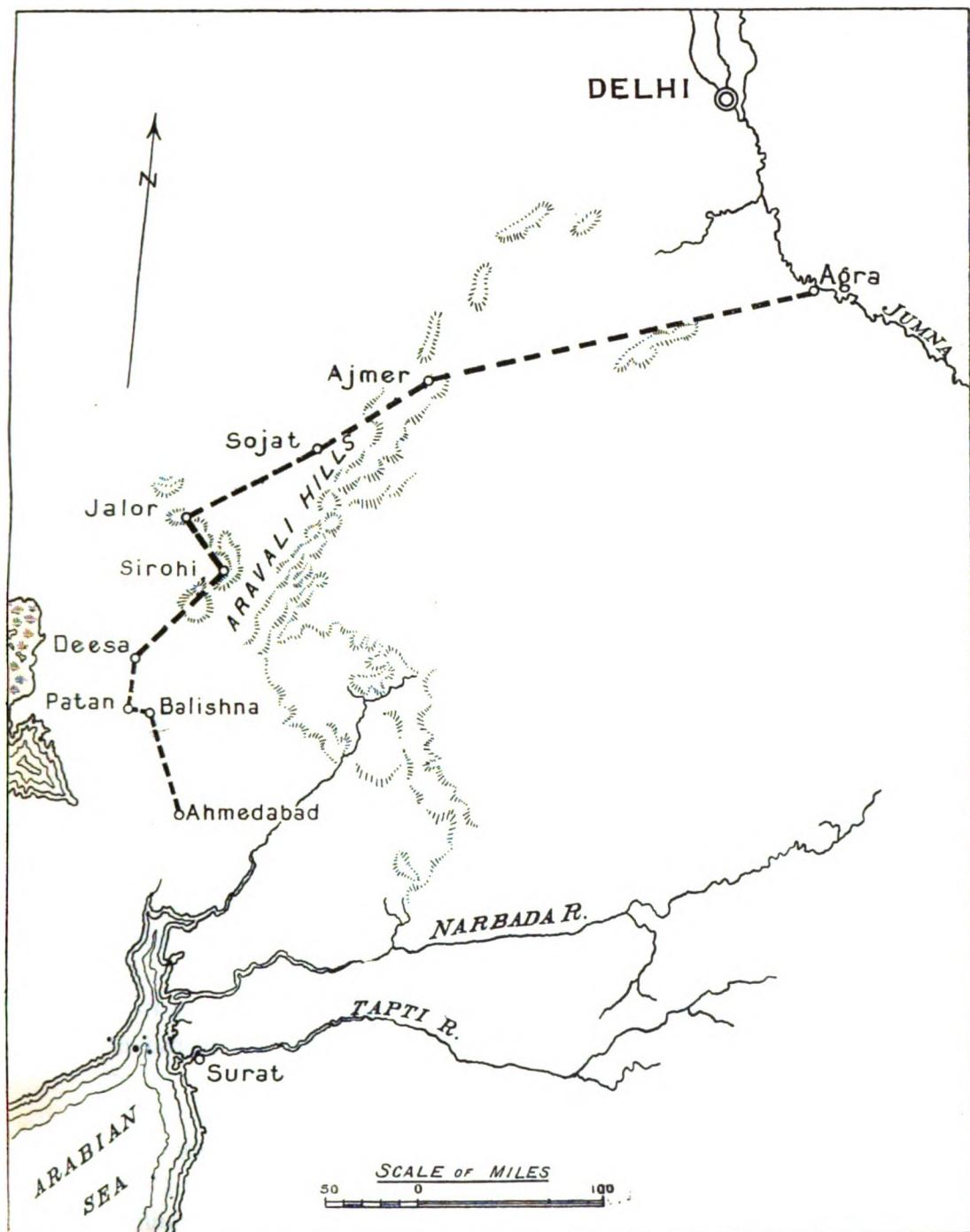
IN April, 1573, Akbar returned to Fatehpur Sikri (close to ~~gra~~), believing that his recent campaign in Gujarat had made all secure in that province; but he was mistaken, as his cousin, Skhtiyarw-l-Muek raised a revolt.

Akbar rose to the occasion and prepared a fresh expeditionary force with extraordinary rapidity. Despatching a small advanced guard, he rode out of his capital on August 23, rushed across Rajputana at hurricane speed—to use the words of his diary—reached the outskirts of Ahmedabad in eleven days all told—nine days of actual travelling—and, with his force of 3,000 cavalry and some camelry, defeated 20,000 of the enemy on September 2, 1573, gaining a decisive victory. He re-entered his capital on October 4, the province of Gujarat having been formally annexed to the empire.

Can any reader of the CAVALRY JOURNAL quote a performance which surpasses this one? Those cognisant of the climatic conditions prevailing in India during the months of August and September will be able to appreciate the greatness of the feat.



REMARKABLE CAVALRY PERFORMANCE. 21



PIG-STICKING—A LETTER

By COLIN WEST

SUJMANA is one of the most important places in the U.P., if not in the whole of India.

The actual buildings may lack the imposing architecture of some Indian cities or the overwhelming opulence of others, but the surroundings are unsurpassed. Moreover, you cannot beat the inhabitants. They 'beat' themselves. Here, in the season—now, alas, just over—Scott Cockburn, 4th Hussars, broke his run of bad luck by a well-earned win in the 1924 Kadir Cup.

It was a successful meeting and pleasant, as it always is—serving its purpose of bringing good hog-hunters together to swop lies and review the affairs of all the Tent Clubs of the land before scattering again for the serious and genuine sport of the regular pig-sticking. But the numbers were not there. A competent critic gave his opinion that the quality of the horses was up to—if not better than—pre-War standard; but in India generally there is not the same amount of pig-sticking being done as there used to be. And one rather wonders 'Why?'

The 'civilian' is not hunting as of old. His life is more tied to his office than it was fifteen years ago. Moreover, many of the younger men in the Service have not the keenness that their present seniors had.

The Infantry never did pig-stick in great numbers—at least of recent years. It is a more expensive job for them, as the subaltern has not the charger allowance or the chances

to buy from remounts. If he is in a polo-playing regiment it is all he can do to carry on and then get away for a shoot. Except in odd cases, there is neither time nor money for Tent Clubs.

The Gunners are different. As a rule, they do not play much polo; they have got to keep horses, and many of them very often ride them. In most cases the Gunners are 'doing their bit,' though more, especially in the smaller stations, can still be done.

The Cavalry soldier, again, is differently placed. In the ordinary way he has got to play polo, and with all the will in the world—and the benefit of his rich uncles—for the first half of the season he cannot do both.

The same horse or big pony cannot do the work; and the time required to train a double stud and to get pig-sticking leave is nowadays prohibitive.

After March serious polo gradually fades away, leave is easier, and the best hunting months come on.

Now a trip to Kashmir is good; to the C.P. jungles, perhaps, better; to the ordinary hill station—well, that's a matter between your C.O., your banker and yourself, but if opportunity offers a chance of some pig-sticking, later on you will be sorry to have missed it.

How it compares with hunting at home—whether you can compare it with anything—is of no importance. It is good. It takes you out into the country—often into a God's own country—with good horses, good friends, a merry camp; and even if it's not the finest sport in the world, you are taking on, at as level terms as possible, the finest beast in the world—the Indian wild boar.

And now we might consider the ease—or difficulty—with which a man, having finished his polo, can put in a couple of months pig-sticking.

The training of the man need not worry us. Apart from a few technical pleasantries such as 'riding off' and rough

going instead of smooth, the main question between rider and horse is largely the same. In both cases you want to hit a moving something, a something that may twist and turn, and you want to do it at speed. In both cases the ruling factor is speed, and the man who can travel fast, still keeping his horse—and his own wits—collected, is more than half-way to being a performer.

The training of the horse is also much the same, and many of the big ponies used for polo are quite good enough to catch a pig in first-class company! This is put forward in all seriousness. Not that it is likely that an owner of a Rs. 4,000 pony is going to risk it across country either before or after the polo season; but a hard old second-string pony would almost at once give a man a real good go after pig.

If you hunt alone or with only one or two pals, you can, in easy country, hope to kill your boar on a very moderate troop horse; but if you want to hunt in galloping or difficult country with a regular Tent Club of well-mounted and experienced spears, you cannot expect to cut out the work or even to see your share of the sport on any old untrained plug. You would not expect to when hunting at home; you would not expect to on the polo ground.

This *is* the best sport in the world—there!—and it's worth while to take a bit of trouble.

By the 'Boarder' scheme you can get a horse or two without having to buy; they are insured, and you can return them after the season.

In every regiment there are many likely pig-stickers, but they should be trained and got fit for a month before you want to hunt them. If you do this and return them in as good condition as they were in when you took them over, you have increased the value of the horse, and you will probably get your C.O.'s encouragement and approval.

With your charger—a trained horse, *of course*—and that

possible cut-and-come-again old pony, you can make up your stud.

The only other difficulty is the expense, and Rumour—if she actually does not lie in this—generally greatly exaggerates. Costs vary. If you hunt from home, as you can at Muttra or Delhi, it is naturally cheaper. In a country like the Meerut country, you go out for a four-day camp—and very nice, too—and there you have to pay for transport for food (horse's and man's), tentage, etc. Even so, you can warn out of mess for the four days, and most men save Rs. 20 by that. Your average Meerut tent club bill may come to Rs. 45 to Rs. 50, to include cartage, food, camp coolies and beaters, a quite fair helping of drink, preserving the country and all incidentals such as medicine, bandages, etc. Allowing for your saving of Rs. 20, that gives you a daily cost of Rs. 7, or ten bob.

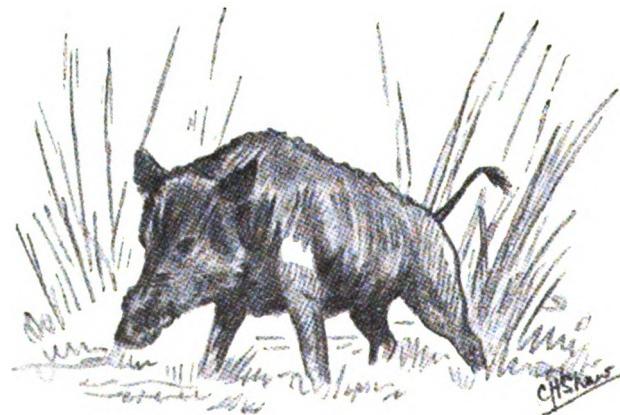
It is good value. Value for the four days change; value for the friends you have and the friends you make, for the real genuine sport, the good horse and the very gallant boar.

Moreover, it is of serious value to the soldier. Apart from the training of his horse, it must develop his eye for a country, for tracking, for the natural signs of the position or the movements of his enemy—the pig. It brings him into close contact with the Indian—landowners and coolies, and it teaches him the surrounding country as nothing else will. During the long hack and the actual hunting, he will learn every by-road and ford, every village and well. The powers that be know this and are more than out to help—to help in every way, including an ever-ready spear. The Cavalry have just had a bitter loss in Muttra as a station. A grand hunting centre, it was worked up before the War, and again since, to a very high level.

However, even if it is not a second Muttra, many a station has possibilities for a little pig-sticking. Lack of enterprise and determination is leaving quite a number of

fair hunting countries to the mercy of the poacher. A sportsman who can get a new hunt going has deserved more than well of his fellow men.

Out on the line in the pleasant early morning; the spears divided into heats of three men each—a right, centre and left; the long line of fifty coolies steadily walking up that glorious grass, walking as you would walk partridges at home; the sudden swish as a pig breaks before one of the heats, the race to get on terms—the surprising pace of the pig for half a mile and his great cunning when collared—the hunting in and out of heavy cover—the sudden charge and the gallant fight. If you've never seen this, you must; and if you have—you only long to again.



NOTES ON MODERN FRENCH CAVALRY

By MAJOR E. G. HUME, 18th (K.E.O.) *Cavalry*

THE organisation, equipment, and training of the French Cavalry differ at the present time considerably from our own.

The following notes have been made in order to show these differences and to consider briefly their reasons.

Organisation and Equipment.

In the French Cavalry the 'Division Légère' is the smallest self-supporting tactical unit of all arms. It corresponds in this respect to our Cavalry Brigade. It consists of :—

Headquarters.—Staff and services.

Cavalry.—Three brigades consisting only of two regiments each.

Cyclists.—One group of 'Chasseurs Cyclistes,' consisting of two companies, of which one is armed with machine guns and light mortars, and the second consists chiefly of riflemen. (Total approximate 450 men.)

Artillery.—Two groups of .75 mm. Horse Artillery, each group having three batteries, and each battery four guns. (Total, 24 guns).

Armoured Cars.—One group of 'Auto-Mitrailleuses,' consisting of three squadrons. Each squadron consists of four troops (Pelotons) of three cars each, and one wireless car. (Total, 36 armoured cars and three wireless cars.)

Signals.—One communication company.

Engineers.—Cyclist field troop and a bridging train.

Air Force.—One ‘Escadrille,’ of eight two-seater planes and one messenger plane.

Composition of Cavalry Units.

The Brigade.—This consists of a staff and two regiments only. If a brigade or regiment is given a separate mission, armoured cars, cyclists, guns, etc., are attached as circumstances require.

The Regiment.—Commanded by a Colonel with a Lieutenant-Colonel as second in command. It is divided into two groups of two squadrons each. These groups of squadrons are each commanded by a Major with a headquarter group of two N.C.Os., four signallers and one cyclist D.R. There are three majors; two command wings of the regiment and supervise the training, etc., of their two squadrons and command their wing or group in the field. The third major looks after the office, etc. The adjutant is called the ‘Capitaine Adjoint’ and is the Colonel’s staff officer. Remounts and recruits are trained in their squadrons; with the present eighteen months of service a very large number of men have to be trained yearly.

The Squadron.—Consists of four ‘Pelotons’ or troops, with a squadron headquarters of one ‘Adjutant’ or squadron sergeant-major, two N.C.Os. and five signallers, one cyclist D.R. and one hospital dresser.

The Troop (Peloton), commanded by a subaltern, consists of two ‘Groupes de Combat,’ and one supplementary automatic rifle squad.

The ‘Groupe de Combat’ consists of two squads. One of scouts and the other an automatic rifle team.

Squad of Scouts (Eclaireurs).—One corporal (‘brigadier’) and six men (rifles).

Automatic Rifle Squad.—One corporal (‘Brigadier’) and six men and one automatic rifle.

Note.—Thus a troop consists of two squads of scouts and three squads of automatic rifles. Twelve automatic rifles to the squadron. The present automatic rifle is a 'Gladiateur,' and is carried diagonally across the top of a load of a pack horse. The ammunition is fed by a spring from semicircular cases, which carry twenty-five rounds each. It is not considered very efficient and re-armament with a better and lighter pattern is expected shortly.

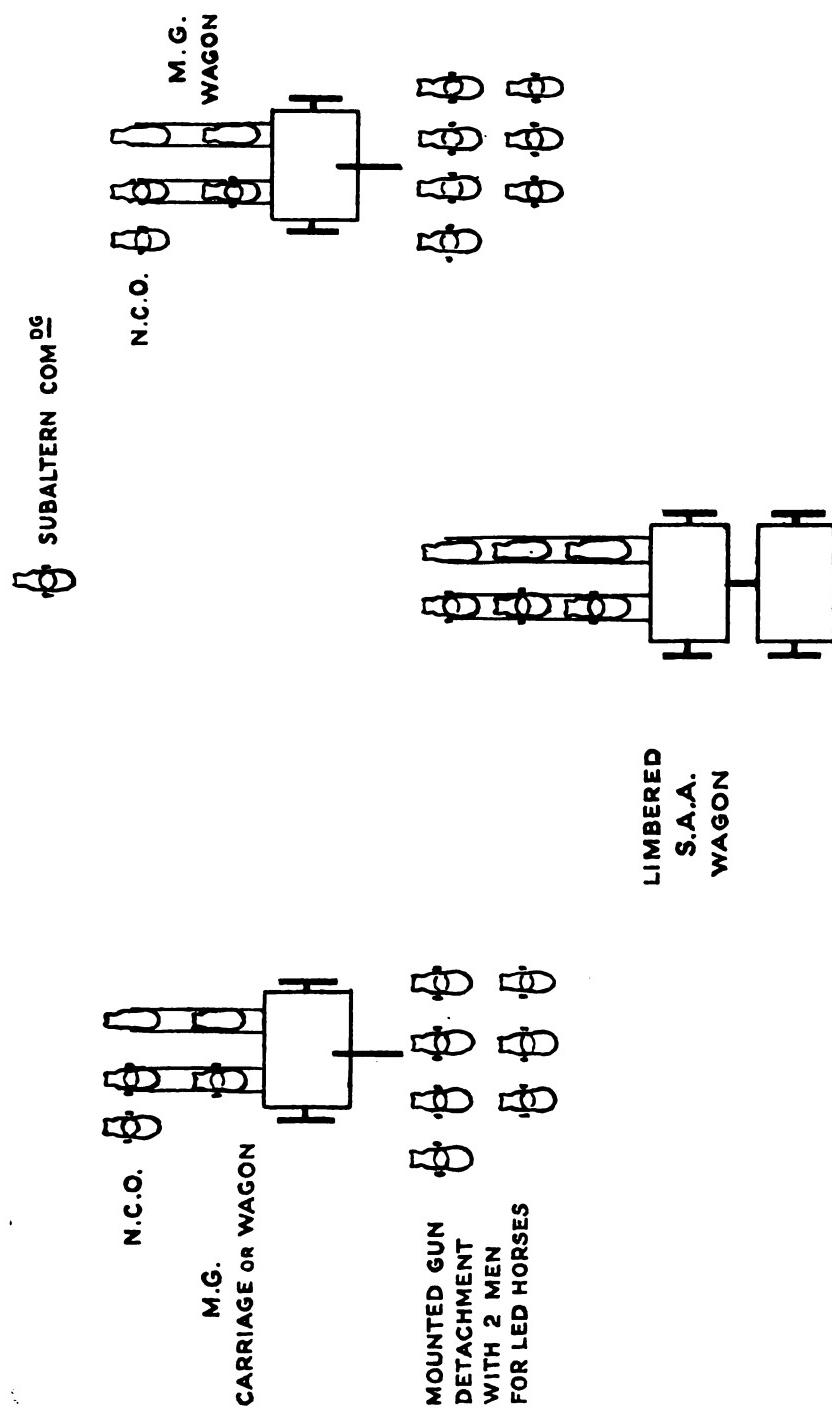
Regimental Machine Gun Troop.—Commanded by a captain, with headquarters group of one N.C.O. and three signallers and one cyclist D.R. It consists of four sections, of two guns each, each commanded by a subaltern. (Total, eight machine guns.)

The machine gun is a Hotchkiss with a strip feed; strips carry twenty-five cartridges. The gun appears to be heavy but is very popular and said to be most reliable. Although the barrel is aircooled, it is said to fire a long time without getting too hot to fire. When dismounted one man carries the tripod, one the cross head and one the gun. The gun team consists of one N.C.O. and five men; all but the firer carry rifles. Each gun is carried on a two-wheeled carriage which is strongly and rather heavily built, four-horse draught, drivers mounted on near horses. The gun is usually carried on its mounting, which fits into a channel in the centre of the carriage, the gun pointing to the rear so that it can be used in rearguards, etc., without unloading. The gun carriage also carries spare parts and 4,000 rounds of S.A.A.

A section consists of two guns on carriages, and two mounted detachments of one N.C.O. and six men, each on a riding horse. There are also with troop headquarters two limbered wagons, which each carry an extra machine gun for the anti-aircraft defence of led horses, and 18,000 rounds of S.A.A.

Two machine gun sections are usually detached with a 'Group of squadrons' when it is given a special mission.

THE CAVALRY JOURNAL

A Machine Gun Section.

The same sections are, as far as possible, always attached to the same 'Group of squadrons.'

Note.—Every mounted man is armed with the sword, the lance has been done away with in the French Cavalry. Every cavalry soldier carries either a pick or shovel on his horse. Orders are given at the time of dismounting regarding equipment to be taken with the men. On the man and horse are carried 195 rounds of S.A.A., and in each squadron there is an ammunition cart which keeps as close as possible to the led horses. Hand grenades are carried on the squadron cart and are often issued if a dismounted assault is contemplated. Two men per troop have rifle grenade attachments, and rifle grenades are also carried in the squadron ammunition cart. Officers and particular N.C.Os. are trained in each cavalry unit for the duty of looking after the led horses, ammunition supply, shoeing, watering, anti-aircraft defence, etc. Great stress is laid on the importance of these duties. In the case of a regiment dismounted a major is left in charge of the led horses.

In barracks and in the field, squadrons and troops are called by the name of the squadron or troop leader.

Component Parts of the 'Division Légère' other than Cavalry.

Cyclists.—A group divided into two companies. One company consisting of riflemen supported by some machine guns, and the other equipped with machine guns and light mortars. Its chief *rôle* is:—

- To reinforce a firing line.
- To take over a position so that the cavalry can push on.
- To hold bridges, features, etc., on to which the cavalry can fall back in case of need.
- To relieve the cavalry in holding covering positions so that the cavalry can be kept in reserve.
- To make a surprise attack at dawn and so open a way for the cavalry to break through.

Cyclists are not used alone but always have some cavalry with them to cover their flanks and to act as scouts, as they can only move freely by roads.

Armoured Cars.—There are three squadrons, each consisting of twelve armoured cars and a wireless car. They are used three at a time supporting each other, and are very generally used for the personal reconnaissances of divisional, brigade, and other commanders, also for special reconnaissances along roads and to back up reconnoitring detachments. The cars have two drivers, one facing each way, but only one can at present change the speeds. Each car is armed with a .37 mm. gun and a machine gun and also carries a spare machine gun. The present model is an improvised one and is unable to move off the roads unless the country is very favourable. Experiments are being made in order to produce a better model which, while retaining its mobility, may be able to cross any ordinary country.

Air 'Escadrille.'—This consists of eight two-seater planes and one message-carrying plane. Its three main duties are:—

Long reconnaissance.

To keep informed of the position of their own advanced reconnoitring detachments.

To prevent enemy aircraft from spying on the division.

Training and Technical Notes.

The French Cavalry are organised, equipped and trained with a view to possible operations in conditions, with regard to armaments, equipment, *terrain*, and communications, such as obtain in Western and Central Europe; where, in a more or less enclosed country, cavalry reconnaissances may be expected to come up against an enemy cavalry screen very strong in automatic weapons and reinforced with armoured cars, cyclists, artillery, and aeroplanes. Great stress is laid on the experience gained during the War, that mounted men are an easy target for machine guns and the great fire-power

now developed, and that, consequently, the normal action for cavalry must now be to manœuvre mounted and fight dismounted—to endeavour to outflank or break through *by fire*. The organisation of the French Cavalry Division, reinforced, as it is, with automatic weapons, guns, armoured cars, cyclists, and a divisional air formation, has been adopted to ensure a very strong fire-power, so that, in conjunction with the great mobility it possesses across country, it can manœuvre and engage an enemy very quickly on a wide front, the object being to reap the benefits of surprise by the rapid and powerful opening of fire. Certain elements are always kept mounted in support in order to meet unforeseen eventualities and to exploit a success obtained by the fire fight.

The 'Division Légère' is the only cavalry formation in France constituted on a permanent basis and containing organically all the tools that a cavalry commander requires for carrying out an operation, and, therefore, in studying cavalry problems the action of a 'Division Légère' is usually considered.

The rôle of the 'Division Légère' in war is very much the same as that laid down for our Cavalry, the technique of carrying out the various missions differing owing to the different organisation of the French Cavalry and their more primary use of fire-power.

Reconnaissance.—The reconnoitring duties of cavalry and the air force being now complementary, and the 'Division Légère' possessing an Air 'Escadrille,' not only is the field of exploration of this formation much extended, but the intimate *liaison* between these integral parts of the same formation, if they are trained together, should lead to very efficient co-operation and mutual understanding. This *liaison* also applies to the divisional armoured cars (Auto-Mitrailleuses), of which the French Cavalry make constant use. It is held that the day of independent officers' patrols supported by larger bodies is passed; where the patrol, by means of its

picked men and horses, could penetrate the enemy screen and remain in touch with enemy formations behind and send back dispatch riders to its supporting bodies. Now reconnoitring detachments capable of breaking their way through the enemy screen are used, these detachments consist usually of a squadron or a 'Groupe d'escadrons' (two squadrons), supported in either case by armoured cars and machine guns and furnished with wireless for the transmission of information. Such a detachment can make use of officers' patrols *within its zone of action*.

The armoured cars with these detachments, armed as they are with a .37 mm. gun and a machine gun, move forward in threes supporting each other, and make rapid reconnaissances along roads 'Coup de sonde'; others support the mounted scouts, and when fire is drawn they clear up the situation and help them along, thus saving casualties. The .37 mm. gun is useful in dealing with enemy armoured cars and machine guns. The cars have a reverse direction steering arrangement, with a second driver, and normally advance into action backwards.

Protection.—The action of the 'Division Légère' in a protective rôle resembles very closely that of our own cavalry and requires no comment.

Co-operation in the Battle.—The 'Division Légère' is often used on the flank for offensive action or defensively against enemy flank action. It may also be used temporarily to hold part of the front, or it may be kept in hand in a favourable position in rear, where it forms a very strong and mobile reserve of fire for the commander. In case of a large breach being made in the enemy's line and the success appearing sufficient to allow of exploitation, the 'Division Légère' is thrown in to take up the pursuit and complete the victory. In case of a breach being made in their own line by the enemy, the 'Division Légère' is used to form a line and stop the gap until reserves can come up.

The Fight of the 'Division Légère.'—The dismounted action of the 'Division Légère' does not consist, as in the Infantry, of a succession of efforts, but is based on the rapid exploitation of the effects of surprise. It deploys generally on a wide front and uses its mobility to bring its powers rapidly into play; then, when the firing line is held up, the commander tries to reach a decision by using all his artillery to support his main attack, where he throws in his supports on a narrow front on a chosen point of the enemy's position, the remainder of the line being pinned down. If possible, he combines an outflanking manœuvre of fire, followed by mounted units. The units carrying out the general frontal attack of the division are usually given very slight artillery support; on the other hand, the units used to carry out the principal attack on the narrow front are deployed in depth like infantry and their attack is always prepared and supported by all the artillery available. The dismounted attack is led by regimental, squadron, and troop leaders in the same manner as with us. The troop advances with its two 'Groupes de combat,' with the supplementary automatic rifle squad in support. The 'Groupes de combat' each consist of a squad of scouts (riflemen) and an automatic rifle squad, who are also armed with rifles. The scouts advance by very short rushes and with their fire cover the advance of the automatic rifle. Each rush of the scouts is made immediately after a burst of fire by the automatic rifle before the enemies' heads are up again.

Defensively, the 'Division Légère,' owing to its strong armament of automatic weapons, can hold an extended front, but it is never expected to hold such a line for a long time, as infantry may be called on to do. Its defensive action is more a delaying action, as it can with its fire-power force an enemy to deploy and organise a powerful attack before it retires and takes up another position.

Mounted attack is recognised to be of great value, but

only when the following three conditions are present: (1) A *small* cavalry unit is used. (2) When a favourable opportunity occurs for it to reach the enemy by *surprise*. (3) When a *very short distance* has to be covered.

Corps Cavalry and Divisional Cavalry.—In the field, corps and divisional cavalry form part of the reconnaissance detachments of these formations in much the same way as with us.

General.—The differences in the organisation and tactical training of the French Cavalry and that of our own are accounted for, in a large measure, by the different conditions of warfare in which it may be expected that they will be used. Whereas the French Cavalry is trained primarily for a possible war in conditions analogous to those of the Great War, our own Cavalry is primarily trained for a war of movement, in probably less highly organised countries, and against probably a less efficiently equipped enemy. The differences in the tactical handling of cavalry in the two countries may be attributed largely to this fact. There, however, remains the essential question of prime importance in cavalry tactics which is brought out by the above differences. What in modern general conditions is *normally* the most destructive and least costly offensive method of using cavalry? (1) Bold manœuvre culminating in the rapid opening of powerful fire, supported, if successful, by a mounted pursuit; or (2) Bold manœuvre culminating in a mounted attack supported by all the automatic weapons and guns available?

The teaching of cavalry to dismount as the normal mode of action may adversely affect their *élan* and make them 'sticky.' The most may not be made of their priceless attribute—bold mobility. The French hold that when the most has been made of mobility, the actual attack is more destructive and more likely to be successful if carried out with the maximum of dismounted fire-power rapidly opened; a mounted support being in readiness to take advantage of

success gained by the dismounted attack. They hold that a mounted attack can now only be made by a small body of cavalry and that complete surprise and a very short distance to cover are essential elements for success, and that when a situation embodying all these conditions occurs it is extremely fleeting; that there is then no time to arrange for covering fire; that no formation can be laid down for the attack; this must be decided on the spur of the moment, the essential being to get going at once; and that the most that can be expected of dismounted fire support on such an occasion is to form a line behind which the mounted unit can rally in case they are unsuccessful. The French Cavalry Manuals and writers on cavalry tactics are unanimous regarding this and many instances are quoted to prove that their present methods are more efficient and less costly than the primary use of the 'arme blanche.'

There can be little doubt that for dealing with an enemy in an enclosed country who has a dismounted screen which cannot be outflanked and which is reinforced by a modern armament, this view is correct, so long as the utmost is made of possibilities for manœuvre and there is no tendency to dismount too soon. The continuous dismounted screen is a fixed barrier and has to be engaged as such. In a war of movement, however, in more open countries, where the success and safety of a cavalry body carrying out an offensive or reconnoitring mission, and its intrinsic value as cavalry, rest on its boldness and mobility, the conditions are entirely different. In such conditions the less mobile of two antagonists is more than ever at a disadvantage in having to subordinate his action to that of the other. The theory that the rifle must normally prepare the conditions for a mounted attack does not here hold good, though many opportunities for making full use of the powerful fire effect which cavalry now possesses will undoubtedly occur.

When a thoroughly efficient cross country armoured car

or cavalry tank is evolved it may be hoped that, in such warfare, the opportunities for successful offensive mounted action may increase.

The possibilities of these two distinct attributes of modern cavalry, mobile and powerful fire effect and the 'arme blanche,' need close attention so that one or the other, or a combination of the two, may be wisely used in dealing with any particular situation.





After Carle Vernet

A MAMELUKE HANDLING A YOUNG HORSE.

3
3
3
3
3
3
3
3

YEOMANRY BADGES

(continued)

By MAJOR H. G. PARKYN, O.B.E.

No. 41. The North Somerset (Dragoons) Yeomanry. Trace back to 1803. The motto of the regiment is 'Arma pacis pulera.'

According to the history of the regiment, published at Bath in 1850, the Keynsham troop were known previously to their disbandment in 1841 as 'The Cossacks,' on account of their lack of discipline and the alacrity with which they always turned out for any duty, however arduous. They had been for some time without any commissioned officers, and before the order for their disbandment went out the Colonel tried to reclaim them to their former state of discipline, but without success. The troop, on disbandment, presented him with a snuff-box inscribed, 'Presented by the Cossacks, N.S.Y.C., to Lieut.-Col. Miles, M.P., as a small token of their gratitude and esteem. Sept. 24, 1841.'

No. 42. The West Somerset (Hussars) Yeomanry. Date from 1831. When first raised, they had as their badge a Maltese cross, with the Royal cypher in its centre. The badge worn of recent years was a griffin inside a circle, inscribed with the title of the regiment. They are now represented by the 94th Somerset and Dorset Yeomanry Brigade, R.F.A.

No. 43. The Staffordshire Queen's Own Royal Regiment (Hussars) Yeomanry. Formed in 1794. Over £8,000 was subscribed by the county towards expenses. Received the

title 'Queen's Own Royal Regiment' in 1888. The badge of the regiment is the well-known county design of the Staffordshire knot, which was the badge of the ancient Norman Barons de Stafford, who later became Earls of Stafford and Dukes of Buckingham. The regimental motto is 'Pro aris et focis.'

No. 44. The Loyal Suffolk Hussars, who in 1894 were given the title of The Duke of York's Own Loyal Suffolk Hussars, were raised in 1831. Their badge at first was two crossed swords and the letters 'L.S.H.', but of late years a castle and the date '1793' have been worn; the date refers to the formation of the first troop of Suffolk Yeomanry Cavalry.

Nos. 45 and 54. The Sussex Dragoons and Queen Mary's Regiment, Surrey Yeomanry (Lancers). Date from 1900 and 1901, respectively. The first-named used to have as their badge the arms of the Marquis of Abergavenny, who for many years was their Colonel. The Surrey, in 1902, received the title 'Princess of Wales's,' which was changed in 1910 to that of 'Queen Mary's Regiment.'

At first the regiment had as a badge the coronet of their Honorary Colonel, the Earl of Midleton, but this was changed for a crowned garter inscribed with the motto 'Honi soit qui mal y pense' and enclosing the cypher 'M.R.' Below the garter were two scrolls with the titles of the regiment.

The two regiments are now united as the 98th Surrey and Sussex Yeomanry Bde., R.F.A.

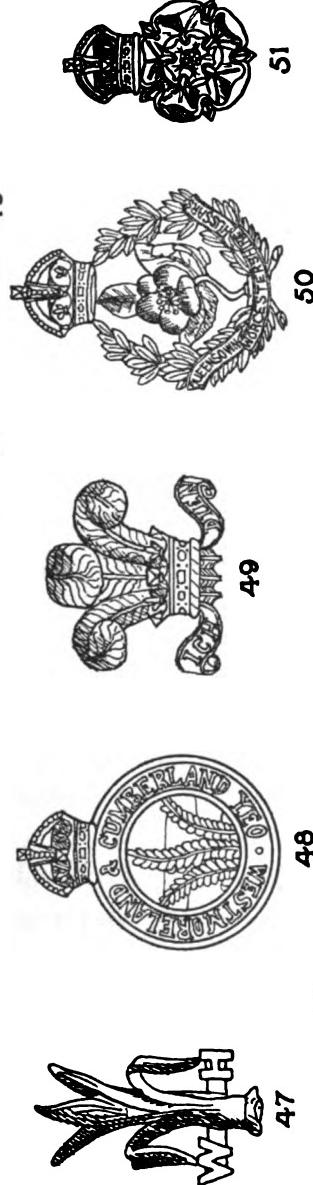
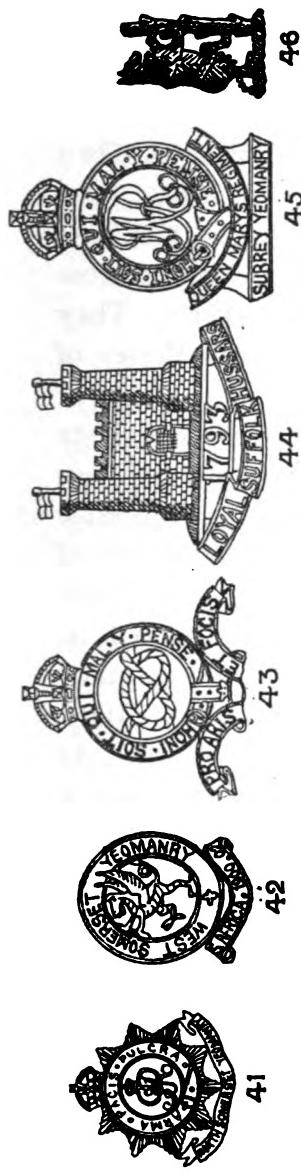
No. 46. The Warwickshire Hussars Yeomanry. Date from 1794 and have as their badge the bear and ragged staff, the crest of the Neville's.

No. 47. The Welsh Horse. Formed in 1914 at the commencement of the late war. Their badge was that of a leek and the letters 'W.H.'

The regiment was disbanded on the late reorganisation of the Yeomanry.

YEOMANRY BADGES

41



- | | | | |
|----------------------------|-------------------------------------|--------------------------|------------------------|
| 41. NORTH SOMERSET YEO. | 45. SURREY YEO. | 49. ROYAL WILTSHIRE YEO. | 52. YORKSHIRE HUSSARS. |
| 42. WEST SOMERSET YEO. | 46. WARWICKSHIRE YEO. | 50. WORCESTERSHIRE YEO. | 53. EAST RIDING YEO. |
| 43. STAFFORDSHIRE YEO. | 47. WELSH HORSE. | 51. HUSSARS. | (YORKS). |
| 44. LOYAL SUFFOLK HUSSARS. | 48. WESTMORLAND AND CUMBERLAND YEO. | 52. SUSSEX YEO. | 54. SUSSEX YEO. |
| | | 53. YORKSHIRE DRAGOONS. | |

No. 48. The Westmorland and Cumberland Hussars. Now the 93rd Westmorland and Cumberland Yeomanry Brigade, R.F.A.

Originally raised as separate regiments in 1830, being amalgamated in 1843. The badge of the regiment was three sprigs of heather denoting moorland.

No. 49. The Royal Wiltshire (Prince of Wales's Own Regiment) (Hussars) Yeomanry. Formed in 1794, they received the title 'Royal' for their services during the riots of 1830. At one time they had as their badge a Maltese cross crowned, and with the Royal cypher in its centre. They now display the coronet, motto and plumes of the Prince of Wales, who is Colonel of the regiment.

No. 50. The Queen's Own Worcestershire Hussars. Date from 1831. The badge of the regiment was a sprig of pear blossom. Tradition asserts that the archers of Worcester wore as a badge sprigs cut from pear trees at the Battle of Agincourt. The regiment is now represented by the 100th (Worcestershire and Oxfordshire Yeomanry) Brigade, R.F.A.

No. 51. The Yorkshire Dragoons (Queen's Own). Formed in 1803, they received the title 'Queen's Own' in 1897. The badge of the regiment is the white rose of York. At one time they wore in cypher the letters 'Q.O.' below a crown.

No. 52. Yorkshire Hussars (Alexandra Princess of Wales's Own) Yeomanry. Formed in 1794, they received their present title in 1904. Had previously since 1864 been the Princess of Wales's Own. The badge of the regiment is the coronet, plumes and motto of the Prince of Wales above the white rose of York.

No. 53. The East Riding of Yorkshire Yeomanry Lancers. Had the badge of a fox and the motto 'Forward.' The regiment was raised in 1902. Under reorganisation the regiment has become the 26th East Riding of Yorkshire Yeomanry Armoured Car Company, Royal Tank Corps.

**THE ACTION OF KASSALA ON JULY 17, 1894,
COMBINED WITH A SHORT ACCOUNT OF THE
CAVALRY UNIT OF ERITREA, THE SQUADRONE
INDIGENO.**

By MAJOR T. M. CARPENDALE, *3rd Cavalry I.A.*

RECENT disturbances on the Nile have focussed the attention of the world at large on that much disputed country—the Soudan—from Wadi Halfa to Khartoum, from Port Soudan to Kassala.

Few of those who now look on Kassala as part of the 'Anglo-Egyptian Soudan' realise that this was only transferred to Britain by Italy in the year 1897. Fewer still connect it with the scene of a very gallant cavalry action which took place there just thirty years ago, and of which the picture hangs in many a Cavalry mess, albeit the details are but little known.

As an example of the cavalry spirit combined with the necessity of instant decision in the heat of an action, the story of Kassala is worthy of being better known, and many of the lessons to be learnt from it are as applicable to-day as they were thirty years ago. The following account of the action—gleaned from the original records of the unit in Eritrea and as expressed by one of the actual eye-witnesses at the time—may, therefore, be of interest, combined with a short account of the unit which took part and which is now the sole cavalry force in Eritrea, *i.e.*, the 'Squadrone Indigeno' of the 'Corpo di Truppe Coloniali' of Eritrea.

The Squadron owed its origin to the necessity of relieving

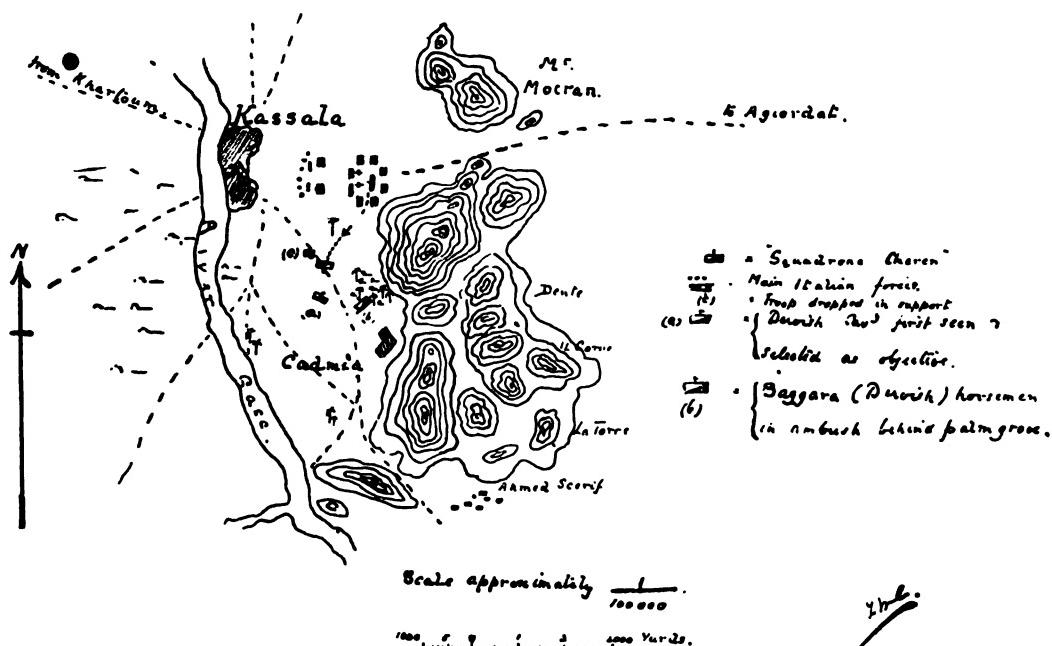
the Italian Cavalry in Eritrea in 1888 when a troop of locally raised 'Indigene' cavalry were instituted for service in Eritrea and given the title of 'Plotone Esploratori' or troop of scouts. This troop soon proved so valuable that in the following year its strength was increased to that of a squadron under the command of a Captain Toselli, who died in action at Amba Alagi in 1895. Two years later it was given the title of the 'Cheren Squadron'—Cheren being its headquarters.

For the first two years after being raised, they were employed chiefly on scouting and reconnaissance work against the various inroads of the Dervishes, and had done good work; but it was not till the third Dervish invasion of the country in 1892 that they showed their real value. In this campaign, after several successful skirmishes with the Dervish hordes, they were brought into action on foot in the attack on Agiordat on December 21, 1893—an occasion when mounted action was impossible owing to the nature of the *terrain*. Their gallant behaviour on this occasion was so marked as to overcome completely all prejudices that the Italians may have had as to the employment of locally raised native troops without Italian support. Amongst the trophies captured by the unit were the crimson banner of the Emir Hamid Fadhil, and the green standard which had led the Dervishes on in their great battle against the Abyssinians when Negus Giovanni was slain. The result of the battle was that the Dervishes were completely routed with heavy loss, their pride was broken, and they withdrew in disorder to Kassala, a town situated on the Gasc and beyond the confines of Eritrea.

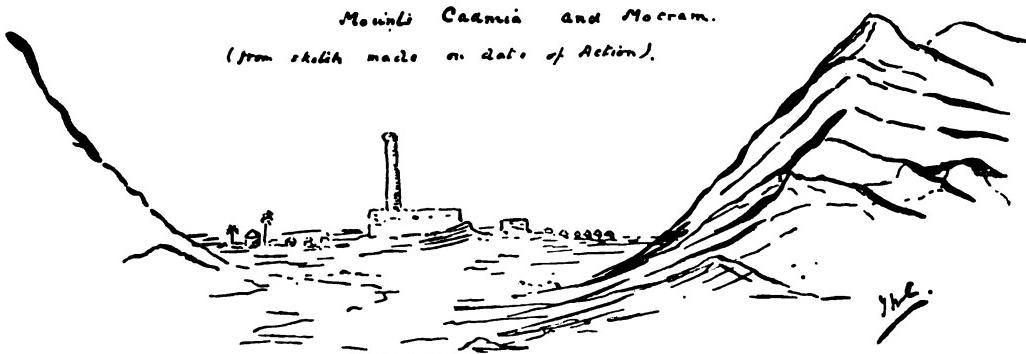
In May, 1894, General Baratieri decided that Kassala should be occupied, referring to the coming operation as 'Indeed an arduous operation, involving careful preparation in order effectively to clear up this nest of hornets, but most essential in order to complete the victory of Agiordat, to bring to our side certain tribes which at present are

THE ACTION OF KASSALA, JULY 17, 1894 45

Rough Sketch showing
The Cavalry Action at Kassala,
17th July, 1894.



View of Kassala through defile formed by
Mounts Caamia and Macram.
(from sketch made on date of Action).



subject to the Dervishes, and to open up to commerce the route from Massowa to the Soudan.' Preparations were accordingly pushed forward and on July 17, 1894, the force detailed for the occupation of Kassala came within sight of the hills overlooking that town. With the advance guard and in the middle of the hollow square in which that body advanced was the 'Cheren Squadron,' on that date consisting of five officers (Italians), three Italian N.C.Os. and ninety-six rank and file. At first on the right flank, and later on the left, small parties of Baggara horsemen kept showing themselves but never appearing in mass, and always keeping out of range of the fire of the left flank of the square. But to quote the eye-witness : 'As dawn broke, in the dim distance could be seen the rugged peaks of the Kassala Hills—shimmering in the haze like fairy fantastic castles in the air. As we approached to within some three miles of the hills, the *terrain* presented itself as a stretch of sandy plain with occasional patches of thorny scrub. Out of this rose abruptly the two characteristic peaks of Mount Cadmia and Mount Mocram, whilst between them and clearly silhouetted against the azure sky could be seen the tower of the granary of Mauringer in the town itself. Like hornets whose nest has been disturbed, small wisps of Baggara cavalry kept appearing and disappearing in the mirage, their broad-bladed spears gleaming in the morning sun, yet never forming in throngs sufficiently numerous to justify attack. Seething with impatience to come to grips with this evasive enemy, Captain Carchidio—commanding the Cheren Squadron—had frequently approached his Advance Guard Commander requesting his permission to leave the square to attack the Dervishes. No suitable opportunity, however, presented itself until the small force had passed through the defile which the track follows between the hills of Cadmia and Mocram, when—away on the left—could be seen a larger group of the enemy at a distance of from 1,500 to 2,000 yards. Then at last the

Captain Carchidio received the order—so long awaited and fraught with such sad consequence to himself—to ‘attack the Baggara cavalry visible on the left flank of the column.’

The *terrain* at this point and to the south of the column from Mount Cadmia to the Gasc presented a limited stretch of land, some 500 yards wide, sloping gently to the river, and clear of vegetation with the exception of an occasional palm. In the small re-entrant formed by the two main spurs of Mount Cadmia and partially hidden by the nearest spur from the column lay a grove of palms of various species—dom-dom, cocoanut and date—whose dark fringe concealed what lay behind them.

Issuing from the square in column of troops at a walk, a ‘combat patrol’ was immediately dispatched in the direction of the enemy under the command of a certain Bulukbashi Idris Aga Ali. Advancing then at a trot towards the Baggara horsemen, the Squadron received information from the patrol that ‘the enemy appear only to be few in numbers and could be charged.’ Captain Carchidio then gave the order: ‘Form Line, Gallop.’

When the Squadron had already advanced at the gallop to within some 200 to 300 paces of the enemy on whom the attack was being directed, and the Captain was about to give the order to charge, the patrol, which had only at that moment discovered a large number of the Dervishes in ambush behind the palm-grove, came galloping back to the Squadron Commander, shouting: ‘Sono molti, non caricare, fai fuoco’ (they are very numerous, don’t charge, open fire). Captain Carchidio—not in the least disconcerted—merely replied at the top of his voice: ‘Ma che, ma che’ (No matter), and then ordered: ‘Prima plotone appiadate, Squadrone caricate’ (‘1st troop for action dismount, remainder charge.’).

Some twenty paces ahead of his Squadron, the words had scarcely left his lips when he was in the midst of the enemy, and cleaving with one blow of his sabre a huge dervish from

brow to chin was the first to draw blood. At the same moment, the main mass of the Baggara cavalry came hurtling in on the left flank of the Squadron from the direction of the palm-grove. Loud above the din of battle and the clash of arms could be heard the voice of Carchidio in the stern cry of 'Savoia, Savoia,' mingled with the fierce yells of the Dervish fanatics in their war-cry of 'Kouffa, kouffa.' Hemming in the little band of Eritreans on every side (including the first troop), the Dervishes hurled with deadly accuracy their javelins, picking out especially the officers, before attempting to come to close quarters with their 'jabbing spears.' The Eritreans replied by fire from their carbines, the dense masses in the *mélée* making the free use of their sabres almost impossible. The struggle was out of all proportion, the Dervishes outnumbering the Italians by over three to one. Already, too, on that small field of battle lay numerous casualties of both parties. The Dervishes were badly shaken, but the Italians could not prolong the struggle further with a loss of already thirty per cent. of their original band. Captain Carchidio, realising the situation, gave the order to 'Retire at the gallop,' repeating the order at the top of his voice when at the same moment he fell, pierced simultaneously by several hostile spears. 'The hero having accomplished his mission, breathed his last, covered with undying glory.'

Withdrawing at the trot, Lieutenant Barattieri, who was in command of the 1st Troop, dismounted and reformed the Squadron, the Dervishes—bereft of their sting by the severe handling they had just received—following them up with considerable caution and lack of vigour. Turning frequently to reface the foe, the Squadron eventually compelled the enemy to give up the pursuit by volleys of musketry fire from horseback, a form of action much practised under their late Commander. On the enemy ceasing to pursue, the Squadron rejoined the Square whence they had issued scarcely

half an hour previously and to which they now returned reduced in numbers by their Captain and twenty-six rank and file.

In the friendly shelter of the Square, the Squadron proceeded again towards Kassala, were re-organised and again employed at a later hour on that memorable day. At the moment when the Dervish retreat from Kassala commenced, the remains of the Squadron again issued from the Square and, supported by a company of Infantry, went in search of the bodies of their officer and the missing 'askaris.' There, on the actual scene of the conflict, were found the bodies of Captain Carchidio and eighteen of his men, while eight others, badly wounded, were brought into camp and subsequently recovered. The body of Captain Carchidio was pierced by eleven spear wounds.

Thus ends the official account in the Unit records of the Battle of Kassala, by which—according to the official Italian *communiqué* on the subject—the constant menace of the Dervishes was put a stop to, and the uncertainty of the situation on the Western border of Eritrea cleared up.

Individual feats of gallantry in the engagement were numerous, and several further honours were gained by the Squadron. To Captain Carchidio was granted a posthumous award of the 'Gold Medal for Valour,' and that in silver to Lieutenant Barattieri for his coolness in withdrawal of the Squadron when surrounded by overwhelming numbers. To Bulukbashi Iris Aga Ali was given a silver medal for his services on patrol, and later this man, when his horse was wounded in the *mêlée*, succeeded in fighting his way out on foot, slaying a Dervish horseman who attacked him, and, seizing the horse of his enemy, rejoined his own unit in time to help their withdrawal. (This old warrior is still alive and now a chief of some importance and holding a responsible Government position in the region of the Gasc.)

Lessons of the Action.

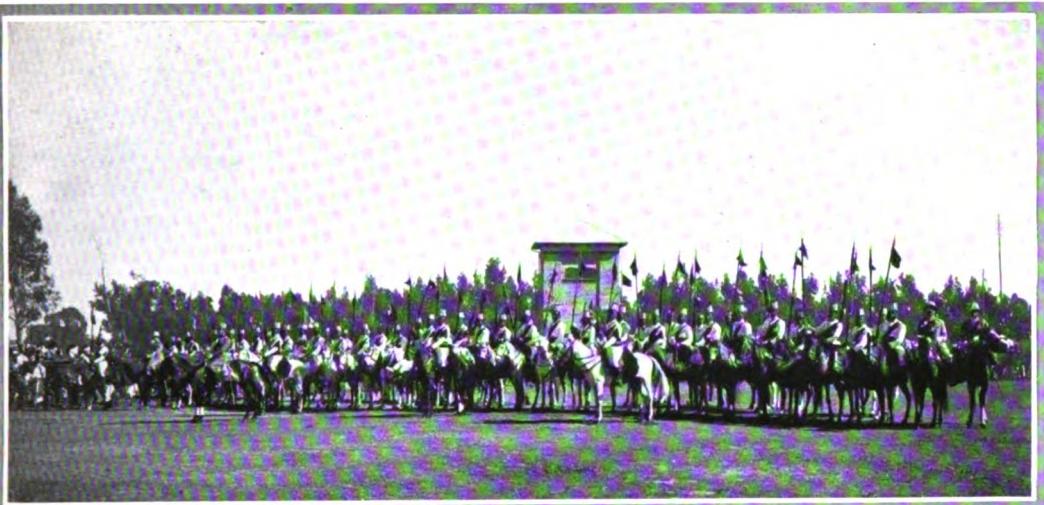
Amongst the lessons of the action particularly chosen by the Italian Staff for comment are the following :—

(a) The combat patrol sent out by Captain Carchidio apparently proceeded straight towards the enemy whom they had first seen, and took no steps to reconnoitre towards their flanks. A small patrol towards their left would have discovered the main force of the Dervishes in ambush, and would have given Captain Carchidio the opportunity of either refusing battle at that moment, or of altering his dispositions to meet the new situation. Receiving the information as he did when on the point of charging, there was practically no alternative for him but to carry out his original plan, and the prompt appreciation of the situation when with only ten seconds to make or alter his decision, is a typical example of the vital necessity on the part of the cavalry officer of making up his mind quickly and acting resolutely on his decision. Compare 'Cavalry Training,' Part 2, para. 11.

The number of patrols sent out was probably limited on account of the weakness of the Squadron, but the necessary precautions must never be neglected. (Compare 'Cavalry Training,' Part 2, p. 28, para. 6.)

(b) No ground scouts appear to have been sent out. Although in this case the ground offered no serious impediment to their charge, the existence of any hidden obstacle such as a *nala*, etc., might have involved the Squadron in disaster. (Compare 'Cavalry Training,' Part 2, p. 40, para. 5.)

(c) On studying the action from the point of view of our own latest Regulations, the following additional points arise : *Vide* 'Cavalry Training,' Part 2, p. 42, paras. 4 and 5. 'It is imperative to avoid premature deployment and to retain a reserve to guard against the unforeseen.' The Squadron formed line and galloped on the first intimation from the patrol that 'the enemy were few in numbers, and a suitable force to charge.' Would it not have been wiser under the



A GOOD STAMP OF "GALLA"
PONY ON WHICH THE UNIT IS
NOW MOUNTED.

Note the use of the toes in
maintaining a foot in the stirrup.

THE SQUADRONE INDIGENI ON CEREMONIAL PARADE.



TYPES OF N.C.O.s AND MEN OF SQUADRONE INDIGENI.
Note the badges on head-dress, tartan silk puggaree over fez,
and eagle feather.



NO VIMU
AMMORTIAC

circumstances to have retained a portion of his force in reserve in *échelon* from the commencement, as also laid down in 'Cavalry Training,' Part 2, p. 43, para. 2? It is noteworthy that the Squadron Commander actually did order one Troop to dismount as support almost at the moment of impact.

(d) *Vide* our 'Cavalry Training,' Part 2, p. 47, para. 2: 'Determined commanders will find little difficulty in checking the enemy with fire.' The method adopted by Lieutenant Barattieri to check the enemy after reforming the remains of his Squadron was to wheel his troops round alternately to face the enemy and open fire on them from horseback. Against an enemy of this type, it is doubtful whether any other form of action would have had equally successful results. Charges against mosquito-like swarms of fanatics are apt to result in exhaustion and further dissemination of force without appreciable results. Dismounted fire action against a savage enemy—when closely pressed—involves the risk of being charged by them in turn while in the act of dismounting, and consequent disaster. But against this it must be borne in mind that fire from horseback involves careful training both of men and horses to have any success, and tends to become a danger to friends as well as to the foe. The Cheren Squadron had been very well trained in this type of action by Captain Carchidio as the result of his experience on numerous occasions against a similar enemy, and their training now stood them in good stead, if not actually saving them from disaster. Whether, however, the ammunition expended in this style of warfare is ordinarily justifiable by results is a dubious question. It is, nevertheless, a branch of training worthy of consideration by troops who are likely to be engaged against an enemy of the semi-fanatical and poorly armed type—especially by those troops who are not provided with Hotchkiss guns or other automatic weapons on which to rely for their main fire-power.

In addition to the action at Kassala, the Squadron has been engaged in several small campaigns, in all of which it has acquitted itself with credit. Its most important engagements are as below:—

- 1889. Occupation of Asmara.
 - 1890. Occupation of Adowa.
 - 1893. Battle of Agiordat.
 - 1895. Battle of Coatit; engagement of Senafé.
 - 1890. Second battle of Adowa, when 50 per cent. were employed dismounted.
 - 1896. Relief of Kassala. (On this occasion, the Squadron successfully escorted a large convoy of provisions and stores—as well as three months' post and letters—to the garrison of Kassala who were being hard pressed and running short of supplies.) Battles of Mt. Mocram and Tucruf.
 - 1897. Dervish campaign : Battles of Tesenei and Sciaglet.
- Since 1896 various changes have taken place in the organisation of the Squadron. In 1902 its title was altered to its present designation of 'Squadrone Indigeni d'Eritrea,' and its present composition, strength and armament is as below :—
Strength :—Officers, 2; Sous-officiers, 4; Bulukbashis, 5; Mumtaz, 8; Askaris, 59; Trumpeters, 3.

Mobilisation.—These numbers are doubled immediately on mobilisation being ordered, and the Squadron is always ready to move at its present strength at five hours' notice. In the event of mobilisation, the junior officer is left behind to complete the unit up to war-strength; this, it is estimated, can be carried out in two to three days, reservists living in the neighbourhood being earmarked for immediate recall and all equipment being maintained at all times ready for immediate issue. The weak point in their mobilisation arrangements is the question of mounting the extra numbers, for which no definite system is in force. No difficulty is, however, anticipated over this as a large number of the

reservists would bring in their own mounts, and ponies of a suitable type are readily available.

Officers.—The officers are detailed from the Regular Italian Cavalry, and pass a period of six years with the unit. At present a lieutenant is in command with a second-lieutenant to assist. The pay is slightly better than in Italy, but compares badly with that of the British or Indian Services, being approximately Lira 2,200 per mensem, which at present rates of exchange equals about £22 or Rs. 300 per month. Owing, however, to a liberal number of concessions, they can save about half their pay per month, and, in addition, obtain free passages for themselves and their families on all occasions when proceeding on leave or furlough. If not desirous of spending their leave in Italy, they can draw the full value of a return fare to Italy for each member of their family on all occasions when leave is due to them—a concession which, if sanctioned in India, would considerably increase the popularity of service in that country (popularity which is fast on the wane). No language test is required for the officers as practically all the men speak or understand Italian.

Sous-Officers.

The duties of the ‘sous-officiers’ are as below :—

One in charge of the office, stores, etc.

One farrier-sergeant, who again trains native shoeing-smiths.

One armourer-sergeant who trains the M.G. detachment.

One saddler-corporal.

Sub-division of Squadron. The squadron is divided into :—

(a) Two ‘Pelotos’ (or troops), each consisting of :—

One bulukbashi commandant or shoombashi as troop leader.

One other bulukbashi (or sergeant).

Two mumtaz or corporals; and

Twenty-five rank and file.

- (b) One M.G. detachment of two guns, consisting of:—
 - Two bulukbashis as gun-commanders.
 - Three mumtaz, of whom one is in charge of ammunition supply.
 - Twelve askaris, including one trumpeter.
- (c) H.Q. section, consisting of trumpeter, orderlies, shoeing-smiths and assistant saddlers, etc.

The men are voluntarily recruited and engage for one year to start with, being allowed to re-engage subsequently year by year up to 16 years (N.C.Os. up to 32 years), if approved of by the C.O. One troop is entirely Christian and the other Mussulman. The men are of a good farmer class, keen, loyal and courageous. A large number, after completing their year's engagement, transfer to infantry, to which they are drawn by the chances of seeing active service in Libya, an opportunity denied to the squadron, which is maintained entirely for service in Eritrea. They are, on the whole, light in build, but wiry and hardy. Before even being seen by a medical officer prior to enlistment, they have to undergo a test of endurance in marching 60 kilometres in a day, and few of the applicants for recruitment fail to carry out this test successfully. Nearly all the men speak Italian or Arabic, or both, in addition to their native dialect. Most of the recruits are well able to ride and shoot on joining, so their training is normally limited to about three months riding-school and a fortnight's musketry before entering the ranks. Skill-at-arms is not much practised, training with the sword being confined to necessary parade and ceremonial exercises with the Italian sword. The men are stated to be naturally good swordsmen with their own pattern curved sword, which is the weapon they carry on service, the Italian regulation sword being considered too heavy for native ranks. Great stress is laid on the use of fire-arms mounted, on the training of their mounts to stand still while alone, to follow

men on foot if required and to allow shooting to be carried out at all paces from horse-back.

Their arms consist of the old pattern lance, the old pattern Italian sword, the short cavalry carbine (pattern Novantuno, 1891), with a long three-cornered bayonet attached by a hinge to the fore part of the carbine and, when not required, tucked away conveniently along the lower part of the barrel, and a revolver. The lance and the Italian pattern sword are, however, left behind on service, and only the curved native sword, carbine and revolver are carried. The curved sword is carried under the saddle-blanket on the near side, with the hilt to the front.

Pending the issue of a new pattern M.G., the squadron is armed with the old pattern Fiat, with which the men are said to be quite proficient. It is, however, too heavy for use in combined fire and shock action, and is looked upon more as an 'arme de position' than as the Cavalry-accompanying weapon.

Mounts.—The unit is mounted entirely on ponies of the Galla breed, averaging from 14 hands to 14/2. Although small, they are most hardy animals, sure-footed and eminently suitable for the work they are called upon to perform, thinking nothing of a march of 35 to 40 miles in a day carrying a weight of 12 stone or more. (The average weight of an askari in full marching order is about 75 kilogrammes (approximately 12 stone.) They are purchased either locally or from Abyssinia at costs varying from Lira 300 to 500 (at present rates of exchange £3 to £5). The daily ration is 6 lb. of barley and 8 lb. of hay.

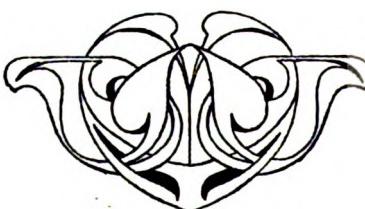
Six Abyssinian baggage-mules and two Italian mule-carts comprise their transport, including ammunition supply. (On service, 78 rounds per carbine, and 24 per revolver, are carried on the man.)

Dress.—The service dress is khaki with leggings, but without boots, the natives preferring to ride with the stirrup

firmly gripped between the big toe and the next one. Sandals are carried for dismounted work. A sash of crimson completes their kit, with a very distinctive headdress consisting of a tartan and gold silk scarf round the fez, keeping in position a black eagle's feather on the right side. The end of the scarf is allowed to droop over the right ear with a picturesque effect. The full-dress is white and looks very effective.

Location.—The unit is now located at a spot called Godofelassi, some 40 miles south of Asmara, the capital of Eritrea, and on one of the main routes to the Abyssinian frontier. Their main duties now consist in doing escort to the Governor when that energetic official is on tour, and in this way they are kept pretty busy—‘His Ex.’ paying but little regard to horseflesh when duty calls him on one of his lightning visits to some distant part of the Colony.

In spite of what might appear to us as an inadequate period of training (one year), the general efficiency appears to be of a very high order, and there is little doubt that when—if ever—the call comes for them to show their prowess, they will render as good an account of themselves now as they have so frequently done in the past—at Kassala and elsewhere—this little unit so proudly rejoicing in their title of ‘Squadrone Indigeni d’Eritrea.’



OOTACAMUND HUNT

By H. A. JAFFRAY

ALTHOUGH these hounds are the oldest pack in India and have been going since 1845, it appears that few people realise what good sport can be had with them, and that they are not, as might be imagined by the popular idea of 'Hunting in India,' a bobbery pack of hounds hunting a bagman.

Cavalry officers serving in India are very fortunate if they get home during the hunting season in England. Yet they can usually get two months' leave in the country during the hot weather, but very few come and visit Ooty.

Perhaps a short account of the hunting would help to show how much more fun can be got out of two months' leave in Ooty than two months in any other hill station in India, where shooting, dancing and tennis are the only amusements. 'Chaqu'un à son goût'; but, this for the fox-hunter, I would mention that excellent trout fishing, dancing, tennis, golf and squash racquets can also be had at Ooty.

As to expense in bringing horses down here from the North, true, it is fairly expensive; but if one brings a boxful on a co-operative basis it is not prohibitive. It costs Rs. 70-a month to keep a horse here, and he must be sent down a month beforehand to get acclimatised before hunting him.

There is an excellent Club, 'The Ooty Club,' which caters for fox-hunters, and has a big yard of stables and is very moderate in its prices. There is also the Ratan Tata Convalescent Home for Officers, which is exceptionally well run, very cheap, with good stabling, and which caters for officers on leave except on the very rare occasions on which they have their complement of convalescents.

The country hunted is entirely a grass country, about twenty-five square miles in extent, all downs, with a number of woodlands called *sholas*.

A good compact thoroughbred horse is the ideal for the country. It has been called 'the funkers' paradise,' as there are no enclosures; but, although it is an easy country to ride over, I think that during one's first month's hunting here one will see that the above phrase is not true, as, although the 'Home downs' are not steep, further out from Ooty one very often finds oneself galloping down a hill like the side of a house, and occasionally round the side of one. Crossings to the streams and bogs have been made by the Hunt in a lot of places, which, although making the country easier to ride over, does not detract from the art and pleasure of riding one's own line to hounds.

It is a perfect scenting country, all old turf which has never been disturbed; a few cattle graze on the downs, but not enough to interfere seriously with scent.

Jack are very plentiful, and, although the country is only advertised as a three-day-a-week country, in 1923 season it was hunted practically four days a week regularly; and this season, up to date, the same.

The management of the Hunt is run by a Committee, of which H.E. the Governor of Madras is President. The Master this season is Mr. H. A. Jaffray, 11th Hussars, and the whips are Mr. A. H. Barclay, Queen's Bays, and Mr. W. D. C. Trotter, 11th Hussars.

No cap is taken, and no minimum subscriptions are demanded. There are forty to forty-five couple of hounds in kennels, of which about two-thirds are country-bred.

A draft of hounds from England are brought out nearly every season to help; but the statement that 'Hounds cannot be successfully bred in India' has been proved false in this case, as excellent hounds have been bred here. They are apt to be a little short of bone, but, providing the breeding is scientifically carried out and only imported bitches are used,

hounds of medium size can be bred, and that is exactly what is wanted for the country, big-boned hounds being too heavy to get up the hills.

Puppy walking is difficult, as the population of Ooty which is here all the year round is very small; but walks are found for about twenty couples during the months of May till October, which just makes it possible to breed hounds, and every one is very generous and sporting in this way.

A puppy show is held each year, usually in September. Hunting commences officially on May 1, and ends about the end of October. However, this depends entirely on the rains. The monsoon usually starts about the middle of June, and is preceded by preliminary showers in May; it carries on to the end of August or the middle of September. In 1923 a start was made at the beginning of April, but hounds were unable to hunt in May, as the ground got too hard.

This year the monsoon has been exceptional, and on July 15 a terrific burst lasting four days, with an average rainfall of 4 inches a day, stopped us hunting one day on account of the floods. This is the only time on record hounds have been stopped by floods. Hounds are seldom stopped by weather; we are not worried by frost, but occasionally are stopped by fog.

This season a start was made on May 17.

Cub-hunting is almost impossible to carry out, and therefore it is very difficult to enter the young hounds. The jack do not live in the *sholas* except in a very few cases, and are always found in the open, their chief food being beetles, frogs and carrion, so that the chances of finding an old jack in the open are very great, which does not in any way help to educate the entry.

Sport this season, up to date, has been good. So far we have had fifty-seven days, commencing on May 17, killed $12\frac{1}{2}$ brace of jack, and marked $6\frac{1}{2}$ brace to ground.

An account of a good day's sport may be of interest.

May 31. Meeting at Rees's corner at 6 a.m. Found at

once in Druid, and running over the Krurmund road crossed the top end of Long Swamp and ran round the spur into jackal. Pushing him through this covert and over the road at the west end, pace improved, and they raced him over the grass towards Jungle Sheep Shola; leaving this on their right, they turned down the hill and crossed the stream below Baikie; with a grand cry, they went on through Baikie and out at the top of Denmark Hill; through the top of Drenden Belt they raced down to the stream below Denmark and up the other side, leaving Denmark on their left through Mr. Harloe Irwin's Bluegums to just beyond the brick-kilns near Golf Corner. The road was crossed here, where they checked for a second, but, picking it up again quickly, they ran over the top of the hill, down across the China Clay Bog below Rees's Corner. Then, carrying on up Long Swamp with slight hesitation, they crossed the bridle path on to the top of Bagman Ridge, at the back of which they turned left-handed and ran down the cattle track into the Blackmore Vale, over the stream and up over the top of Newmarket; here they checked by the Ponds for the first and only time. After a delay of about three minutes, they hit it off in the northern arm of Rawlins Nulla, ran down almost to the stream and, turning left-handed, they raced along the side of the Sandy Nulla stream towards Governor's Shola. As they crossed the bog below this, hounds got a view of their jack, but he was not by a long way beaten, and took us along the bottom of Governor's Shola to Anikalmund, across the Valley, and ran up to Godfrey Shola; here he turned sharp left-handed, and ran the Hunt ride to just short of Poet's Corner, where he doubled back and, running the road through Governor's Shola, he turned up right-handed by the Toda School, straight up to the top of the shola, where he turned sharp left-handed and ran the Krurmund path to Andy Corner. From here he dropped down through the east end of Governor's Shola, passed Thumbi Turners, crossing into Porlock and up to Minehead, thence along the path to

Bluegums. Dropping down through this shola on to the downs, they raced down G.O.C.'s Nulla over the shoulder beyond, crossed the Sandy Nulla stream, to run us out of scent up the steep hill into Round Shola on Staircase. The time was one hour and twenty-five minutes; and, although there was no great point, as the hunt was in the form of a figure of eight, hounds ran about 12 miles, all of which were covered at a great pace.

Another good day's sport was enjoyed on August 11, when hounds met at Coffee Shop at 8 a.m.

Found in Gonikarai bog and ran at a fair pace down the valley to Triangle; hunting beautifully, they pushed him through the Shola between Kandahar and the Waterfall Road, to turn right-handed by the main crossing over the hill and, leaving Lord Roberts' Shola on their left, they raced down into the Tarnad Valley, swung to the right and raced up the valley which leads to the bottom of Ampthill Wood, to ground in a small shola just below Ampthill Wood. This was a very fast little hunt of twenty minutes.

Drawing up over the hill towards Triangle, hounds found again immediately, and ran down to the stream north of Triangle; they crossed it and ran up Kandahar Hill; leaving Lord Roberts' Shola on their right, they crossed the Waterfall Road. Up the hill the other side, skirting Bevarmund Shola, he turned sharp left-handed through Tuvalkan Shola to the bottom of this, where he was headed on the road and ran parallel to it over the saddle; leaving Jack's Nest on the right, he ran on and across the Pykara Road, leaving Kariyamund Shola on the right. Passing the Mund at the top, he turned left-handed to a little shola above Meyrick Shola, where we lost him. This was an excellent hound hunt, scent not being more than 'holding.'

Drawing again, we found almost immediately at the top of Morgan; running at a fair pace down the bog through Paragon to the Malkod stream, up which he turned, and up the little valley to the south of Little Kenkod Shola, he

crossed the saddle at the top of this bog : here the pace increased. Running fast down the grass as if to cross the Pykara Road, he turned sharp right-handed through Coffee Shop Shola, out at the bottom and, bearing right-handed, ran down the bogside below Gonikaraimund, over the shoulder beyond, and turned across Boaster's Bog. Along the spur they raced down to Triangle, where the leading hounds got a view of their jack ; over the saddle where the Pykara Falls Road was crossed, leaving Jack's Nest on the right ; they unfortunately changed jack here. Then up the bog to the west of Jack's Nest, on to the Pykara Hunt ride ; along the ride, through Riverside Shola and, passing Swine Shola, they ran on nearly to Kasim Shola, where he ran us out of scent, and a thick blanket of fog stopped us accounting for him. This was a beautiful hunt, and at times very fast ; about forty minutes.

We are now nearing the end of the season, and everyone is thinking of the Point-to-Point and the Hunt Flat Race Gymkhana. These two events are held annually at the end of September, and are most popular, not only to the many people who visit Ooty in September, but also to the Indian populace, who come out to the downs in their thousands.

A flat race gymkhana is held for hunters only, which is the cause of a great amount of amusement and is an excellent preparation for horses taking part in the point-to-point, which is held three days later. The Hunt Cup is the great race of the day at the point-to-point.

Up till last season all races were run in the old-fashioned orthodox point-to-point style. The field were taken out to a spot and were told that they had got to get home, which required a tremendous knowledge of the country, and usually resulted in the field waiting till someone gave them a lead.

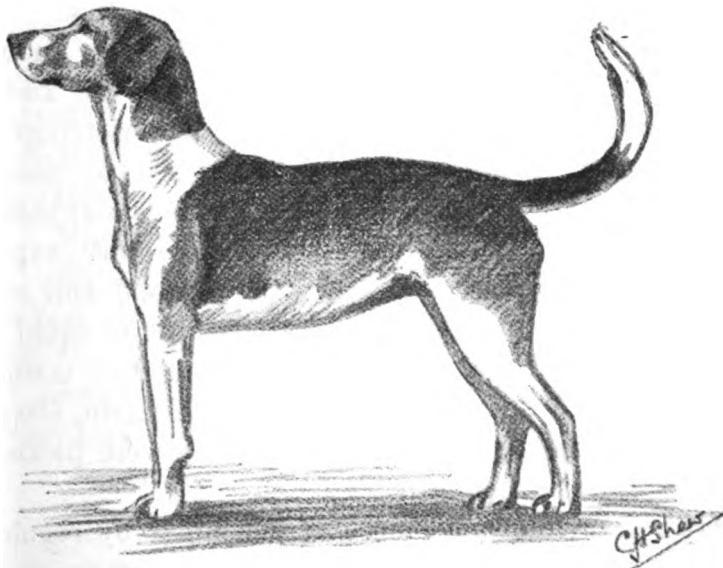
But this has been changed now, and all courses, except the Hunt Cup, are advertised, so that riders have a whole day in

which to walk over them and to decide which way to go, and even then you see people all going in different directions when the flag is dropped.

This form of racing is far more exciting than riding over a flagged course, as one never knows where one's opponents may be; and it is quite possible, and very often the case, to be riding a terrific finish on one side of a hill thinking you have got your race won, when someone pops over from the other side to beat you by 10 lengths.

After the point-to-point there is a Hunt dinner, which is always a very cheery evening, and a Hunt ball is held after the flat races.

The mastership for next season has been taken by Mr. R. D. Richmond, who has hunted in this country for a long time, and has already hunted these hounds for two seasons and shown remarkable sport. So prospects for next season could not be better, and we only hope that a lot more people will come up to Ooty to enjoy the sport.



***THE INTRODUCTION OF GELDINGS INTO
THE MADRAS CAVALRY***

By CAPTAIN THE HON. R. A. ADDINGTON, *8th K.G.O. Light Cavalry*

IN the early days of the Company's Cavalry in India, only entire horses were used in the Cavalry. The following account shows how geldings first came into use in the Madras Cavalry.

During the year 1800, the question of mounting the Cavalry on geldings was taken into consideration by the Government and referred for the opinion of the military Board and of officers commanding regiments. The general opinion having been against the change, the matter was dropped and does not appear to have been revived until 1848.

At this time the 4th Madras Light Cavalry mounted on geldings were stationed at Bangalore, and the 2nd Madras Light Cavalry, who had entires, were at Trichinopoly.

In August, 1848, a test was organised to discover the relative qualities of the stallions and geldings and their powers of endurance in making long marches under exposure to changes of temperature and varieties of food and water.

One hundred selected geldings, consisting of equal numbers of Arabs, Persians and Mysorees, under the command of Major Forbes, were chosen from the 4th Light Cavalry and 100 stallions from the 2nd Light Cavalry were picked out to compete against them.

After a preliminary march of 206 miles by regular stages of about 18 miles a day, which was performed by both

detachments to get the horses into good working condition and to remedy any defects in the saddlery or equipment, the squadrons started together and marched 286 miles in 11 days. The last day's march into Bangalore was 41 miles.

The horses of both regiments returned in excellent condition, and having been minutely examined by a board of officers, a report was submitted to the C.-in-C. to the effect that the geldings had shown themselves equal to the stallions for all ordinary Light Cavalry purposes, but that the Board was not prepared to say they were so for the Cavalry service in general.

Lieut.-General Sir George Berkeley, the C.-in-C., who was present when the Squadrons marched in, was not convinced that the geldings were unequal to the work of entire horses, whereas, on the other hand, it was certain that they possessed the undoubted advantages of being more docile and easily broken in, of requiring less food, and of not standing in need of heel ropes; so that, on the whole, he gave them preference over entire horses, and recommended their introduction into each regiment of Cavalry in the Madras Army.

The recommendation was duly carried out, and in March 1887 the number of geldings, mares and entires in the four regiments of Madras Cavalry was :—

Geldings	-	-	-	-	1,061
Mares	-	-	-	-	299
Entires	-	-	-	-	6

The average weight carried by each horse of the 4th (geldings) on this occasion was 13 stone 10½ lbs., the horses of the 2nd (entires) carried an average weight of 14 stone owing to the heel ropes, each set of which weighed about 4 lbs.

NOTES ON PRESENT-DAY YEOMANRY

By MAJOR T. PRESTON, M.C., *Yorkshire Hussars*

THE fourteen Yeomanry regiments which were fortunate enough to retain their Cavalry status since the War,* have now been reconstituted sufficiently long to enable some estimate to be formed of what they are worth. Are they as good as, or better or worse than, pre-war Yeomanry? What class of officer and man joins a Yeomanry regiment, and is he the best we can get? How can we best employ our limited training times? In the event of mobilisation, how long would it be before a Yeomanry regiment was ready to take the field?

Having the honour to belong to one of these regiments, I propose trying to answer such questions as the above from what I have noticed in my own unit, both before and since the War. The whole subject of Yeomanry deserves even more attention than in pre-war days, in view of the recent reductions in the Regular Cavalry. We have now only four brigades of the latter; consequently, any future campaign might well demand the services of the Yeomanry at an even earlier stage than was the case in 1914.

Officers.—Although it is 'up to' the C.O. of a Yeomanry regiment to keep his unit up to strength in officers, the duty of finding them often devolves upon the squadron leaders, each of whom considers the 'possibles' in his particular area. At the present time, we may roughly divide Yeomanry officers into the following classes :—

(a) The man who can spare a certain amount of time (*in addition* to the fortnight's annual training) to attend

* A list of these regiments is given in Lieut.-Colonel Whitmore's article, 'Changes in the Yeomanry Cavalry,' CAVALRY JOURNAL, January, 1922.

courses, etc. Such an officer is really the best to go for, and is practically a necessity for the Machine Gun and Hotchkiss troops, which cannot be properly trained except by someone who has done a course, and who can then spare the time to impart what he has learnt. This officer will probably be available for helping with the annual musketry, for attachment to a Cavalry regiment, and for taking the Adjutant's duty if the latter is away or ill.

(b) The busy man who, except for attending the annual training in camp, has hardly any spare time other than on Sundays or in the evening. This type of officer is obviously at a great disadvantage, but, provided he lives very near his troop or squadron, he may give just as good results as the man in (a). It must not be forgotten that a really busy man who joins a Territorial unit is always intensely keen, or he would not have joined at all.

(c) The man who, though otherwise desirable, lives outside the regimental area, and cannot be counted on to help except at the annual training. Generally speaking, such men should not be taken on at all; but exceptions might be made if the regiment was very short of officers within its area, and if the candidate was a really good man. For instance, there might be a squadron with two of its officers already living on the spot; these, with the permanent staff instructor and N.C.O.s., would be sufficient to train the men during the winter, so that it would not matter if another officer was one who lived outside the area.

The money question is sometimes rather a delicate one, and Yeomanry C.O.s should make quite sure that no officer ever has cause to regret joining the regiment on the score of expense. Messing in camp can, and should, be so arranged that the cost per officer does not exceed the amount of a subaltern's pay for the training period. It sometimes happens, too, that some better-off officers unthinkingly suggest the Regiment giving a dance or incurring some other expense

which bears rather hardly on their less fortunate friends : the C.O. must discourage this sort of thing unless he is quite certain everyone can really afford it. Some regiments are run on a scale which *does* necessitate an officer putting his hand in his pocket, and, if so, this must be explained to him before he joins. More than once I have been asked by prospective officers, ‘ How much will it cost me ? ’—a very usual question in pre-war days when full dress uniforms and frequent entertainments were the order of the day.

Other Ranks.—Almost every Yeomanry regiment has certain squadrons and troops recruited from towns, and certain others from country districts, the proportion varying in different regiments. Originally, of course, all Yeomen were farmers, who brought their own horses to Camp ; but of late years townsmen have joined in ever-increasing numbers, until in some regiments they far outnumber the country men. The old idea was that country recruits were best because they could ride and look after horses, and very often owned them ; but nowadays there is much to be said in favour of recruiting in the towns. For example : it is often possible to raise a whole squadron in one town, which greatly simplifies the training. On winter evenings the men can attend drills very easily, being probably only a few minutes by tram from the drill-hall. If a comfortable room with a small bar can be provided at squadron headquarters, the squadron becomes a sort of social club, where the men foregather regularly and small entertainments can be given. All this stimulates *esprit de corps*, conduces to regular attendance on drill nights, and helps recruiting. Again, with a concentrated squadron, the squadron leader, adjutant and permanent staff do not waste so much time as when they have to visit isolated country troops.

These country troops labour under several disadvantages. Some of their members live at outlying farms, and it is hardly reasonable to expect regular attendance at winter

evening drills when a man has perhaps to bicycle three or four miles after a hard day's work. Then, too, the troop in a small country town or village usually has no proper drill-hall, and no site for a miniature rifle-range. Furthermore—though I mention this with some hesitation—the country man is as a rule less alert and keen than the townsman, and in some localities, when the late war broke out, he was less ready to volunteer for foreign service. These considerations are certainly an off-set against any superior knowledge of horses the country recruit may have; and, to sum up, the concentrated squadron in a large town is likely to give better results than the squadron of scattered country troops, unless the latter has really good officers living in the same places as the troops. Sometimes a squadron can 'split the difference' by having, say, two troops in a town, and one separate country troop.

Permanent Staff.—The permanent staff-sergeants-major should not only be efficient instructors, but tactful, good-humoured men, who will help in the social life of the squadrons and thereby assist recruiting. A really perfect Yeomanry S.S.M. is by no means easy to find, and Regular Cavalry regiments sometimes send men who may have been very good in their own units, but yet turn out to be the wrong sort for Territorials. Two typical cases I will call Sergt.-Major X. and Sergt.-Major Y. 'X' was a very smart-looking, respectful man from the —th Lancers, who, on being questioned, said he had been in their orderly-room for the past ten years, and during that time had had nothing to do in the way of squadron or any other training. Of course the —th Lancers had no right to send this man to a Yeomanry regiment; we applied at once to have him replaced, but as this could not be done before Camp, it meant that, for practical purposes, one of our squadrons had no permanent-staff instructor at all during the training.

The other man, 'Y,' was a bluff, talkative specimen who

knew his work pretty well but was too inclined to be 'convivial.' He embraced his squadron-leader one night at a concert, and as it was soon evident that the Yeomanry N.C.O.s had rather a contempt for him, he also had to go.

It is useful to remember that there is practically no punishment in a peace-time Territorial unit, so that the S.S.M. has really only the force of his own personality and example with which to instill discipline. The selection of suitable permanent staff instructors is a great responsibility to the Adjutant.

Adjutant.—A Yeomanry adjutancy is usually much sought after by a keen young 'regular' officer. He works much more 'on his own' than he has so far done with his own regiment; he goes into a new district and makes new friends; and if the Yeomanry regiment gets a good report at the annual inspection, a large share of the credit rightly goes to the Adjutant. A few hints for newly-appointed adjutants may not be out of place. First, the new adjutant has to bear in mind that many of the Yeomanry officers have probably seen as much, or more, war service than he has himself; and that several things they do may be perfectly right, even if different from what is done in his own regiment. At the same time he will be looked upon as 'technical adviser' and expected to give the 'official' view on any point put to him. In training matters, his duties are fairly clear (since Yeomanry, like Regulars, work on 'Cavalry Training'), and with regard to the instruction he gives personally, he must note which squadrons get the most attention from their own officers, and go more himself to those that get less attention: this is better than giving equal time to all the squadrons, as some adjutants are inclined to do.

He is directly responsible to the Brigade, or other higher authority, for all returns, etc., being sent in and letters answered promptly; hence it is to his interest to have a really smart orderly-room clerk.

It is perhaps in his dealings with the young subaltern officers that the adjutant needs most tact. On the one hand it is his duty to make them work (both in camp and at winter evening drills) and encourage them to go on courses; whilst, on the other hand, if he does too much 'gingering up,' some young officer may think the game is not worth the candle and leave the regiment. In the case of a slack officer, a confidential talk to the C.O. is the adjutant's wisest course.

The successful Yeomanry adjutant is the man who, from the moment he arrives, identifies himself with the Regiment, its customs, its traditions; who tries to improve and smarten things up, whilst carefully avoiding any unkind comparison with Regular Cavalry; and who appreciates, and shows he appreciates, the way the men give up their spare time to learn soldiering.

Training.

(a) *Equitation*.—The facilities for riding instruction vary very much in different regiments and squadrons; horses are difficult to get in some localities (such as big towns) and the lack of covered riding schools in most places is a serious handicap, as it is more difficult to give early lessons in the open, besides being more dependent on the weather. But if horses can be hired at all, which they generally can, much useful instruction can be put in on Saturday afternoons and Sundays during the winter and spring—quite enough, in fact, to enable a recruit to take his place in the squadron when he goes to camp the following summer. Personally I am very much in favour of teaching Yeomen to ride in what might be called the simple 'civilian' way; there is really no time to teach such things as riding without stirrups or physical exercises on horseback. Get the recruit's hands and legs in the right positions, and his balance and grip will come to him with practice. It is little use trying to make a Yeoman a *good* horseman (unless he has ridden before joining); so long as he can stick on his horse at all paces, and over small

jumps, and can ride a twenty-mile march without giving his horse a sore back, it is quite enough to go on with. The Saturday or Sunday riding lessons can be made to include practice in map-reading, snake patrols, opening gates when mounted, etc., which can all be done even when confined to roads, and prevents the men getting bored.

In my opinion, there should be no riding school, as such, during the annual training in camp. I have seen some squadron leaders form their bad riders into a special party for instruction by an officer or sergeant-major, but I do not like this, for the following reasons :—

(i) It is very unpopular with the recruits, who all want to go out with the squadron; and anything that is unpopular is apt to affect recruiting.

(ii) If the recruits are drilling with their troops, that in itself is improving their riding: preferably they should ride in the rear rank, to start with, and on the quietest horses.

(iii) Yeomanry squadrons are already very weak in numbers, so it is undesirable to detach any men for special instruction which ought to have been given before Camp.

Slowness in dismounting for action is a common failing with beginners. It is a help to keep the rifles in the rifle-buckets during the winter, or else to keep the buckets tightly stuffed with straw: this enlarges the buckets a little, and makes it much easier for the men to draw their rifles when dismounting.

(b) *Musketry*.—However Yeomanry is used in the future, whether as Cavalry, Cyclists, or Infantry, the men will always have their rifles; hence it is of the first importance that the standard of shooting should be high. Fortunately, many drill halls are provided with miniature ranges, and it is possible to put in much useful work on these during the winter evenings. In all regiments there are various cups to be competed for, which promotes keenness; but the winning of these by a few picked men is sometimes apt to

make a regiment think its musketry is better than it really is. The best real test is for each squadron leader, after the annual course has been fired, to add all the scores together and divide by the number of men firing. If the average score is less than that of the previous year, or if the number of men who fired is less, it is obvious that the standard of musketry is not very satisfactory. At the present time the shooting in most Yeomanries is distinctly good, and compares quite well with many Regular units.

(c) *Vickers and Hotchkiss guns*.—The difficulty here is, to find officers and N.C.O.s who have the time to attend courses, without which it is impossible for them to be good instructors. But, given a few trained instructors, it is possible to get very efficient machine-gunners in a Yeomanry regiment, partly because there are often some intelligent men (such as clerks etc.), and partly because so much of this particular work can be done on winter evenings. Mechanism, stripping, mounting gun, fitting of packsaddlery, and filling belts or strips, can all be taught in the drill-hall. A dummy horse is very useful (though difficult to obtain sometimes), as the men can practise getting the gun on and off the pack. In country districts a disused quarry or gravel-pit can sometimes be used for firing at short ranges, which gives valuable lessons in 'holding' and correcting stoppages. To sum up—a regiment wants at least one keen Hotchkiss instructor per squadron *other than* the permanent staff S.S.M.; also at least one good Vickers instructor for the M.G. Troop. Care must be taken that the latter Troop is not handed over to a very junior officer; the M.G. Troop is largely a 'one man show,' and the 'one man' must be an officer of some standing who will stick up for his rights as regards good men and horses.

(d) *Drills*.—A drill is defined in the T. F. Regulations as 'one hour's instruction on any subject,' and all Territorials are required to put in a certain number of such drills each year—the minimum being twenty for recruits and ten for trained

men. These drills are in addition to the annual training in camp and the annual musketry course; in most Yeomanry regiments the drills are held in the evenings, weekly, starting about November and continuing throughout the winter and spring, until the fortnight's training in camp (usually held in June).

A few suggestions as to evening drills, from my own experience, may be worth considering. It is easy to teach the recruits who have joined since last Camp, because they have to learn everything—foot-drill, rifle exercises, saluting, rules of aiming, care of arms and saddlery, etc. These subjects can all be taught by any intelligent N.C.O., and there is so much to teach that there is never any difficulty in deciding how to occupy the time. But the trained men, who have done one or more camps, are more of a problem. There is a popular idea in some quarters that 'it will do them no harm to go through it again with the recruits,' but this is hardly true. Even a Territorial soon reaches the stage where he knows the elementary subjects almost as well as the instructor, and if you bore him by making him 'slope arms' by numbers with the new men, or sit through a lecture on the rules of aiming when he is already quite a decent shot, he will soon get 'fed up' with the drill-nights and will probably only attend the bare number he is obliged to. For instance, last autumn several men joined the squadron under my command who were ex-Regulars and had served throughout the War: if such men were keen enough to join the Yeomanry, and come to drills after a hard day's work all through the winter, surely the least one could do was to try and prevent their being bored.

Accordingly I tried the experiment of devoting the first part of the drill season (November and December in our case) to a course of lectures on the War. My first idea was that the trained men should attend these lectures, whilst the recruits were doing their elementary work under a selected

N.C.O. But I soon found that as there were, at first, only one or two recruits, it was better to let them attend the lectures as well, and wait until a few more recruits had joined—about six in all—before forming a recruits' squad. This made the recruits' training much easier for the sergeant-major, as he could start them all together and did not have to go back over old ground every time a new man joined.

In case some other officer cares to try giving his men a course of War lectures, a few hints may help :—

1. Get as many books as you can covering the campaign and period you want to deal with, and read them up thoroughly.

2. Draw a large map (say, six feet square) of the theatre of war, with place-names big enough to be seen all over the room you lecture in. Such a map can be pasted on to a target.

3. Prepare before each lecture a sketch, in coloured chalk on a blackboard, illustrating the particular battle you are going to describe.

4. Describe actions in as much detail as possible, bringing out tactical lessons from them.

In my case, for example, I took the campaign on the Western Front during August and September, 1914; this worked out somewhat as follows :—

1st Lecture.—The German plan for invasion of France; the French plan—its weaknesses—French Alsace offensive—fall of Belgian forts—composition of B.E.F.—arrival in France and advance to Mons position—first shots.

2nd Lecture.—Battle of Mons—description of ground—the Mons salient—Germans attack Nimy and Ghlin bridges—fighting along the Canal—nightfall—reasons for retreat—position of troops.

Altogether, the period up to the Aisne took up about eight lectures, the books used being, ‘Official History of the War, France and Belgium, 1914,’ ‘The First Seven Divisions’

(Hamilton); Lord French's '1914,' and, last but not least, the CAVALRY JOURNAL articles referring to this period.

The Palestine campaign would also make a useful course of lectures.

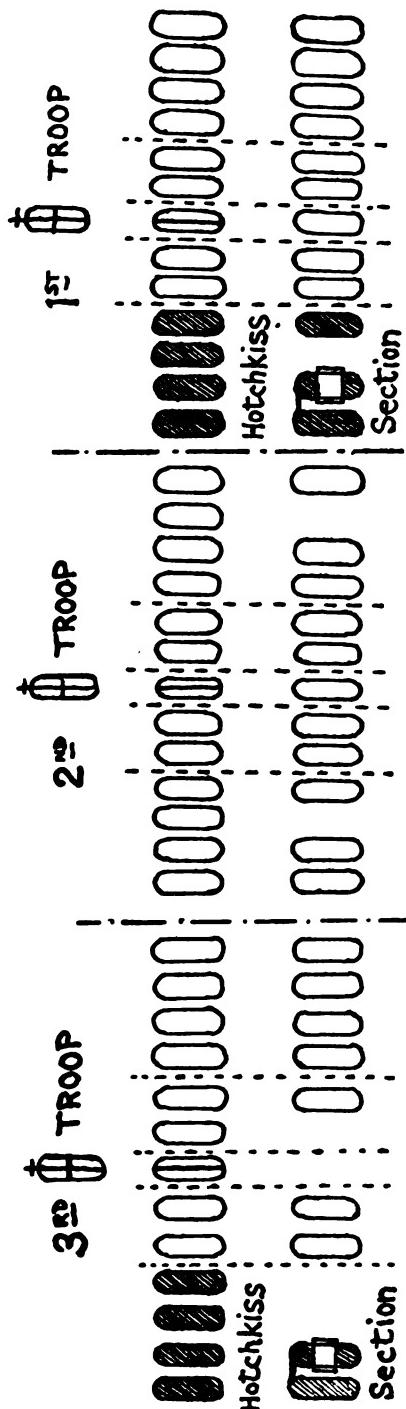
I found the men took even more interest than I had expected, and I venture to think that war lectures provide an answer to the question of what to do with the trained men whilst the recruits are doing their preliminary drills.

The trained men should, of course, be 'rubbed up' in different subjects as the time for Camp approaches; the junior N.C.O.s may be practised in giving orders; impromptu competitions can be held on the miniature range; while the Hotchkiss and Vickers gunners carry on with their special training.

It is as well to postpone making new promotions, and the final organisation of the squadron into troops and sections, until a fortnight or so before Camp, when it is definitely known what men will be available.

(e) *Annual Training in Camp*.—In my opinion this period—a fortnight—should be devoted entirely to squadron and regimental training; by hook or crook every man should have done enough individual training *before* Camp to be able to take his place in the squadron as soon as he gets there. I would even say there should be no troop training, as such, after the first morning. In this connection I remember Colonel Ewing Paterson's advice: 'Start 'em at the gallop!' In other words, it is no use trying to train Yeomanry in progressive stages—there is not time for that. They must drill as complete squadrons, at the trot, on the second morning at latest; and however ragged and hopeless they look at first, it is astonishing how quickly they improve if the supervision and leading are good.

Assuming a Yeomanry squadron goes to Camp seventy men strong (usually it is less), I suggest the best organisation is three troops, of which one contains three rifle sections,



whilst the other two comprise two rifle sections and one Hotchkiss section each, as in diagram.

This shows a fairly strong rear rank, and it might be asked, why not make these men into a fourth troop? But in actual practice one very seldom gets so many men on parade. The squadron may arrive in camp little more than sixty strong, and what with men going sick, line orderlies, fatigues, etc., it is quite common for a squadron to turn out on parade only fifty strong, or even less; so that if there are four troops they cannot all have even a thirteen-file frontage. I have known a squadron turn out for several days with four troops, and then have to break up the fourth troop owing to shortage of men.

The three-troop organisation has other advantages. The drill is much easier, because the squadron when in line is directed from its exact centre, and has a frontage of only thirty-nine yards. The men also get used to a rear rank, which is what they would have on war strength. Further, a fairly strong troop makes things more realistic on tactical schemes.

As to the Hotchkiss guns, the diagram shows each section in a different troop: I know this is contrary to 'the book' as it stands at present,* but, on the other hand, most Cavalry officers are strongly in favour of a troop having its own Hotchkiss, as was the practice in the late War. Again, if both Hotchkiss sections are formed as a Hotchkiss troop, it is difficult to give it the same frontage as a rifle troop; this somewhat complicates the squadron drill (which is bad), or else the Hotchkiss troop is left out of squadron drill altogether (which is worse).

It will be seen from the diagram that each Hotchkiss section has three gunners and a horseholder in the front rank, with the pack-horse and any extra men in rear. The frontage of the Hotchkiss section is, therefore, just like that of a rifle section, so that the Hotchkiss section can be anywhere in the troop without affecting the drill.

* This was written before the issue of 'Cavalry Training, 1924.'—ED.

From the first morning in camp, officers must ensure that every possible man turns out on parade, as there is often a tendency to send men on unnecessary fatigues. People like the quartermaster, the veterinary officer, and the sergeants' mess president, have a knack of sending down to the squadron lines and asking for a man or two—to say nothing of line orderlies, etc., within the squadron itself. Many N.C.O.s, and even officers, sometimes seem to forget that the whole idea of camp is to train the greatest possible number of men. In this connection, I may mention the practice in some regiments of mounting a main guard at the camp entrance : a sentry marching up and down all day with a drawn sword may look very smart, but it means that four men are struck off parades and stables each day, which is surely wrong.

Some adjutants in making out a programme of training for the camp period, put down certain dismounted work for the afternoon ; this presupposes that squadrons will have returned from morning parade by (say) 11.30 a.m. and that stables will be finished before dinner. But in actual fact it often turns out that squadron leaders, rightly anxious to put in a good morning's work, come in later than they intended ; and the C.O., seeing there will not be time for stables before lunch, cancels the afternoon parade. It is really sounder not to fix any afternoon dismounted parades at all : better results are obtained by putting in a full morning, getting in, say, at 12.30 ; the horses are watered and fed and the men have their dinners. Stables are then fixed for 2.30 or 3 p.m., after which the men should be free to clean their arms and saddlery. Apart from the advantages of a long morning for mounted work, men groom their horses better after they have had dinner and a rest.

The following is a suggested training programme for the fortnight in camp :—

1st day (Sat.) - Regiment arrives in camp.

2nd day (Sun.) - Church parade. Boarding of hired horses.

- 3rd day (Mon.) - Troop and Squadron Training; simple movements.
- 4th day (Tues.) - Squadron training; mounted drill, dismounting for action.
- 5th day (Wed.) - Ditto.
- 6th day (Thurs.) Ditto; practice in drawing and returning swords; sword practice at sacks.
- 7th day (Fri.) - Squadron training as before, followed by short regimental drill.
- 8th day (Sat.) - Ditto.
- 9th day (Sun.) - Church parade. Arms inspection.
- 10th day (Mon.) - Tactical scheme—advanced guard, with attacks on a position.
- 11th day (Tues.) - Tactical scheme—outposts, with attack on outpost line.
- 12th day (Wed.) - Brigadier's inspection.
- 13th day (Thur.) Short scheme in morning. Mounted sports in afternoon.
- 14th day (Fri.) - Marching order parade. Boarding of horses.
- 15th day (Sat.) - Regiment leaves Camp.

Squadron leaders should make a morning's training as varied as possible; it prevents the men getting bored, which is bad propaganda. Maps should invariably be brought on parade, and a little map-reading done during a halt. The men should be put over small jumps if opportunity arises. Galloping a position in extended order, with drawn swords, with the Hotchkiss guns firing from a flank, should often be practised, as well as galloping to a firing position and dismounting.

In close-order mounted drill, it is best to drill entirely by whistle and signal—officers and men being taught the signals thoroughly before Camp. Shouting when drilling only confuses the men, and makes a bad impression at an inspection

When teaching men the use of ground from a tactical point of view, I always remember a sound hint given me by a former Brigadier—never to pretend ground is what it isn't. Remarks such as, ‘We'll imagine we can't be seen from over there’ (when we *can!*), or ‘This road is supposed to be a river,’ are very apt to confuse the men and give them wrong ideas: it is best to treat the ground as it actually is. Concealment from the air is a form of training sometimes overlooked, but if troop leaders get into the habit of constantly talking about it to their men whenever they are halted, and pointing out the nearest cover from aerial observation, the men will get the habit of looking for it too.

A few points arise in connection with tactical schemes. One is the practising of men in taking *verbal* messages. Attention is, quite rightly, given to the framing of proper written messages, but sometimes young officers and N.C.O.s are so keen to get a good mark for a well-written message, that they often write them when verbal messages would be much quicker and more realistic.

Machine guns should not be represented by men riding about with flags. A white wooden arrow about five feet long, held close to the ground when supposed to be in action, is better; like a real machine gun, it can only point one way at a time. Firing should be denoted by shaking pebbles in a tin.

Time and paper are often wasted in making schemes too elaborate—the references to ‘Northland’ and ‘Southland’ armies, and General and Special Ideas, are seldom necessary. A simple statement saying what is known of the ‘enemy,’ and what our own side has got to do, is enough; *e.g.*, ‘An enemy division was reported this morning at X. G.O.C.—th Cavalry Brigade is told to find out what enemy is doing, and details Blankshire Hussars to get this information.’

The horsemastership of the average Yeomanry regiment is rather a weak point: because, though the men are willing

and keen, so few of them have anything to do with horses in civil life. They can be taught a great deal, however, during stable hours if the squadron and troop officers are themselves 'horsey' men; and to my mind that is a strong reason for always trying to get hunting men as officers. However good an officer may be in other respects, unless he has horses to ride and look after at home, he is seriously handicapped in teaching stable duties to men who hardly touch a horse from one year's end to another. The subject is so important, that a Yeomanry C.O. has a right to demand that every one of his officers is a good horsemaster; and the youth who prefers Switzerland or the Riviera to fox-hunting is quite out of place in a mounted unit.

* * * *

There can be little doubt that the Yeomanry are more efficient than they were in 1914, and there are several reasons for this. Firstly, before the War their equipment was not the same as the Regular cavalry—they had no swords, their saddlery was different, and they were trained solely as mounted riflemen; whereas they are now fitted out exactly as Regulars are, and trained on just the same lines as far as time allows.

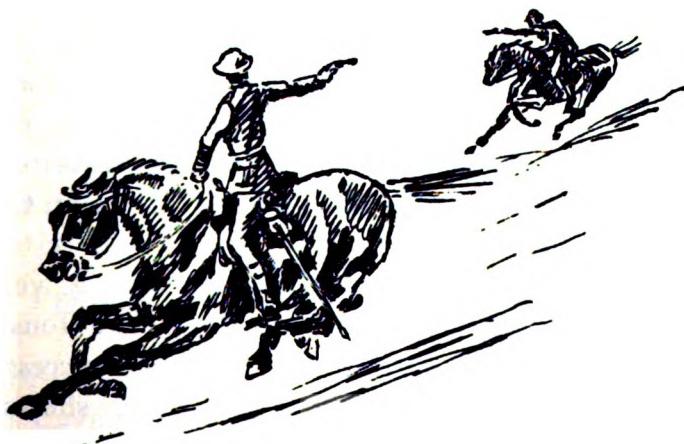
Secondly, many of the officers and N.C.O.s have war experience: and not only does this give them obvious advantages in training men, but also the confident feeling that they were not so very far behind Regulars in those days as many people thought, and that they are even less far behind them now.

In trying to estimate how long a Yeomanry regiment would take to be really ready for active service, we may remember how much sooner some of them were ready in 1914 than had ever been anticipated. The Queen's Own Oxfordshire Hussars were the first Yeomanry to go; they landed at Dunkirk on September 20, 1914, and, though they got no fighting for some weeks, it was fully expected that they might be in action immediately after landing. That meant

that this particular regiment was reckoned fit to face the Germans only seven weeks after war broke out, and it is no exaggeration to say that many other Yeomanries were equally fit. Again, the Northumberland Hussars disembarked at Zeebrugge (with the 7th Division) on October 6, proving that they (and other regiments, had such been wanted) were considered fit to take the field only two months later than the Regular cavalry.

To-day I think it is not too much to claim that, given two months' continuous training, the Yeomanry would be ready to take their places beside the Regulars.

At the moment, the chief weakness of the Yeomanry seems to be their small peace establishment. This is, of course, due to motives of economy; but if ever funds permit, it might be possible to raise the strength of each regiment, thus getting greater efficiency without any increase in the cost of the permanent staff. In the meantime the fourteen Yeomanry regiments who still remain cavalry are carrying on with all their old enthusiasm, and getting better results each year. We all know how the Territorial cavalryman proved his worth in the last war, and should another such crisis unhappily come upon us in the future, he will most certainly rise to the occasion again.



REGIMENTAL ITEMS OF INTEREST

IT is suggested that advance information as to date and place of Regimental and Old Comrades' Association dinners would be of interest to readers of the CAVALRY JOURNAL, and that such information might well be included among the Regimental Items of Interest.—[ED.]

PERIOD—JUNE 7 TO SEPTEMBER 7, 1924

1st The Royal Dragoons, Aldershot

At the Royal Review, held at Aldershot in June this year, Major-General Burn Murdoch, C.B., C.M.E., led the regiment past His Majesty the King.

Staff Sergeant-Major R. I. Bowles, M.M., was selected as Standard Bearer to His Majesty during the period of his stay in Aldershot. On the conclusion of His visit, Staff Sergeant-Major Bowles was presented with the Royal Victorian Medal.

11th Hussars, Meerut, U.P.

The Regiment won in the A.B.A. Competition (Home), Queen Victoria Cup, Inter-Squadron Shield; and was second in King George's Cup (Officers), second Inter-Squadron Shield, third Royal Irish Cup (Sergeants), third 18th Hussars Cup.

Won the Nanpara Cup, Inter-Squadron Light Gun Competition, A.R.A. (India).

Lieutenant H. Finch successfully speared a very fine panther at Muttra in May, riding Jack Frost (Mr. Houston's).

Captain J. W. S. Galbraith has run very successfully a pack of hounds at Meerut this season, and shown great sport.

14th/20th Hussars, Tidworth

Tidworth Horse Show: Regiment won the Assault-at-Arms Cup.

Regiment won the 2nd Cavalry Brigade Weapon Training Championship, July 14, 1924.

Won the following events for Non-Central Matches, Southern Command, 1924 :—King George's Cup, 1st; Royal Irish Cup, 1st; Young Soldiers' Cup, 1st; Squadron Shield, 2nd; Duke of Connaught's Cup, 2nd.

20th Lancers, Loralai

A Regimental polo team (Major Underwood, Captain Dawson and Lieutenants Mearns and Mostert) were beaten in the finals of the Quetta Junior Polo Tournament in July.

A junior polo team (Captain Bunbury, Lieutenants Mearns and Voelcker) won the Quetta Cadet Cup Tournament in August.

H.H. Maharaja of Bharatpur was appointed Honorary Lieut.-Colonel in the Regiment in July.

PERIOD—AUGUST 1 TO OCTOBER 31, 1924

17th Q.V.O. Poona Horse, Bannu, N.W.F.P.

Central Provinces District Inter-Troop Event, Indian Cavalry Regiments, 1923–24.

The regiment entered two troops (A-2 and C-1) for the five miles Test March in full marching order. Time limit, 60 minutes; and fired a collective field practice of 15 rounds (rapid) at 300 yards—target small 4 feet.

C-1 troop obtained the highest average percentage of marks in the C.P. District, and was presented with a silver cup by the G.O.C., C.P. District.

PERIOD—AUGUST 14 TO NOVEMBER 12, 1924

5th/6th Dragoons, Bangalore

Major-General C. A. C. Godwin, C.M.G., D.S.O., Major-General Cavalry, inspected the regiment on August 15, 17 and 18, 1924.

The regiment took part in a Ceremonial Parade in connection with the visit of His Excellency The Governor of Madras on August 26, 1924.

Two teams from the regiment took part in the Mysore Dusserah Polo Tournament in October, but were not very successful.

Considerably more training will be required before regimental teams can compete with Indian teams with any chance of success.

PERIOD—SEPTEMBER 7 TO DECEMBER 7, 1924

9th Queen's Royal Lancers, Sarafand

The following results were obtained in the various sports, etc. :—

Egyptian Command Rifle Meeting.

Individual H. Gun Competition : 1st, Tpr. Boddington.

Hotchkiss Gun Team : 2nd, "C" Squadron.

British Gendarmerie Sports, Sarafand.

Officers Jumping : 1st, Capt. L. H. H. Harris, on Capt. W. G. Gisborne's 'Black Jester'; 2nd, Capt. L. H. H. Harris, on Lieut. M. H. Aird's 'Bay Rum.'

Individual Tent Pegging : 1st, R.S.M. A. W. Woolgar.

" Officers' Individual Tent Pegging : 1st, Capt. L. H. H. Harris.

Other Ranks Jumping : 1st, S.S.M. J. Taylor; 2nd, Lance-Corpl. A. Gill; 3rd, Tpr. H. Holman.

Palestine Police Sports—Jerusalem.

Individual Tent Pegging : 2nd, S.Q.M.S. L. Longtoft, M.M. (tie).

13th/18th Hussars, Aldershot

The regiment has had what may be considered a good season. Below are given some of the successes gained in various military events :—

Aldershot Command Bronze Medal Tournament.

Other Ranks, all Arms.—Sergt. C. T. Mennell, 1st; R.S.M. B. Rabjohn, M.C., 2nd; Sergt. F. Rusbridge, 3rd.

Other Ranks, Dummy Thrusting.—Sergt. C. T. Mennell, 1st; R.S.M. B. Rabjohn, M.C., 2nd; Sergt. Maguire, W., 3rd.

Fencing—Officers.—Lieut. and Adjt. T. Williams-Taylor, 1st in both foil and sabre.

Fencing—Other Ranks.—S.S.M. I. F. G. Wheeler, 1st in épée.

Royal Tournament, Olympia.

Other Ranks—all Arms.—Sergt. C. T. Mennell, 1st.

The Musical Ride and Cossack Display given by the regiment was well received at the Tournament and other places.

Rifle Shooting.

A.R.A., Bisley.—Lance-Sergt. W. Scott won the Roupell Cup with a score of 90, out of a possible 100, gaining the cup and A.R.A. Medium Silver Medal.

Aldershot Command Rifle Meeting.

Cavalry Challenge Cup : Won by 'B' Squadron, 13th/18th Hussars; Cambridge Shield : Won by 'A' Squadron, 13th/18th Hussars; Gale & Polden Challenge Cup : Won by 2nd Troop, 'C' Squadron; Hemming Challenge Cup : Won by 'B' Squadron for the third time in succession.

Aldershot Command Horse Show.

The Connaught Cup for International Long-Distance Ride was won by Capt. J. L. M. Barrett, on his charger 'Red Skin.'

Army Billiards Championship.

Bandsman E. Kelly gained the Army Billiards Championship at Thurstons, on May 13, 1924, winning by 149 in a match of 1,000.

2nd Lancers (G.H.), Poona

A regimental team was entered for the Poona Open Polo Tournament and the Junior Tournament in September, and was beaten in the final of the former by the Jodhpore State team and in the final of the latter by the Government House team. The regiment competed successfully in the Poona Horse Show held the same month.

In the Poona and Bombay Districts Assault-at-Arms in November the Signal Competition for Indian units, section tent-pegging and tent-pegging for I.O.R.s, was won by the regiment. A musical ride was also carried out modelled on the rides which the 18th Hussars formerly executed at

Olympia. Each section of the ride was composed of men wearing the kit and equipment of different periods of the history of the regiment from 1809 to the present day.

18th K.E.O. Cavalry, Quetta

The regiment moved in relief to Quetta on October 6, and are quartered in Lake Lines.

Horses were exchanged, with the exception of 40.

20th Lancers, Loralai

The regiment proceeded into annual training camp at Duki (40 miles from Loralai) from October 11, 1924, to October 24, 1924, and were inspected whilst there by Major-General C. A. C. Godwin, C.M.G., D.S.O., Major-General Cavalry. Owing to the Delhi manœuvres having been postponed, the regiment will leave for Delhi earlier than was expected, and it is hoped that the march to Dera Ghazi Khan will be commenced on February 1, 1925; the regiment will proceed by train from there to Delhi.



NOTES

BATTLE HONOURS

Cavalry and Yeomanry Awards

A further list of Battle Honours awarded for the Great War has been issued.

Those which have been selected to be borne on Colours or Appointments are printed in capitals :—

The Inniskillings (6th Dragoons).

‘ SOMME, 1916, ’18,’ ‘ MORVAL,’ ‘ CAMBRAI, 1917, ’18.’ ‘ ST. QUENTIN,’ ‘ AVRE,’ ‘ AMIENS,’ ‘ HINDENBURG LINE,’ ‘ ST. QUENTIN CANAL,’ ‘ PURSUIT TO MONS,’ ‘ FRANCE AND FLANDERS, 1914–18.’

North Irish Horse.

‘ RETREAT FROM MONS,’ ‘ MARNE, 1914,’ ‘ AISNE, 1914,’ ‘ ARMENIÈRES, 1914,’ ‘ Somme, 1916, ’18,’ ‘ ALBERT 1916,’ ‘ MESSINES, 1917,’ ‘ YPRES, 1917,’ ‘ Pilckem,’ ‘ St. Quentin,’ ‘ BAPAUME, 1918.’ ‘ Hindenburg Line,’ ‘ Épéhy,’ ‘ St. Quentin Canal,’ ‘ CAMBRAI, 1918,’ ‘ SELLE,’ ‘ Sambre,’ ‘ France and Flanders, 1914–18.’

Berks Yeomanry (Hungerford) (Dragoons).

‘ ARRAS, 1918,’ ‘ Scarpe, 1918,’ ‘ YPRES, 1918,’ ‘ Courtrai,’ ‘ FRANCE AND FLANDERS, 1918,’ ‘ SUVLA,’ ‘ SCIMITAR HILL,’ ‘ GALLIPOLI, 1915.’ ‘ EGYPT, 1915–17.’ ‘ GAZA,’ ‘ EL MUGHAR,’ ‘ Nebi Samwil,’ ‘ PALESTINE, 1917–18.’

The Lovat Scouts (Dragoons).—2 Regiments.

‘ FRANCE AND FLANDERS, 1916–18.’ ‘ MACEDONIA, 1916–18.’ ‘ GALLIPOLI, 1915.’ ‘ EGYPT, 1915–16.’

Oxfordshire Yeomanry (Queen’s Own Oxfordshire Hussars).

‘ MESSINES, 1914,’ ‘ ARMENTIÈRES, 1914,’ ‘ YPRES, 1915,’ ‘ St. Julien,’ ‘ Bellewaarde,’ ‘ ARRAS, 1917,’ ‘ Scarpe, 1917,’ ‘ CAMBRAI, 1917, ’18,’ ‘ SOMME, 1918,’ ‘ St. Quentin,’ ‘ LYS,’ ‘ Hazebrouck,’ ‘ AMIENS,’ ‘ Bapaume, 1918,’ ‘ HINDENBURG LINE,’ ‘ Canal du Nord,’ ‘ Selle,’ ‘ Sambre,’ ‘ FRANCE AND FLANDERS, 1914–18.’

Surrey Yeomanry (Queen Mary’s Regiment) (Lancers).

‘ YPRES, 1915,’ ‘ FRANCE AND FLANDERS, 1915,’ ‘ STRUMA,’ ‘ MACEDONIA, 1916–18.’ ‘ EGYPT, 1915.’

ENGLISH CHURCH AT YPRES

We have been asked to publish the following letter :—

‘ It will be remembered that Field-Marshal Earl Ypres on August 4, the tenth anniversary of Great Britain coming in to the Great War, made a stirring appeal, in his speech to the League at Ypres, for an English Church to be built there.

‘ This most valuable suggestion was followed up at once and strongly commended by the Archbishop of Canterbury and other representatives of the Church of England and the Army, in a letter to the Press of August 7.

‘ To many people, we believe, it was startling to learn from Lord Ypres that nowhere “ in the whole battlefield area ” has the Church of England any place of worship “ of a permanent character.” It seems hardly credible that our country should not have built *one* Church to the memory of those who lie there at rest.

‘ Lord Ypres was referring of course to the large number of pilgrims who go all the year round from our islands and Dominions to visit the graves of our armies in Flanders, and have no place, as he expressed it, “ into which they can come for prayer and remembrance of their dead, and there in peace and quiet feel that appeal to Service and Sacrifice of which we are ever conscious.”

‘ Apart from those to whom Lord Ypres referred, we must remember that there are now six hundred men employed by the Imperial War Graves Commission in No. 1 Area (Ypres Salient) to tend these Cemeteries, and 200 of these men live near Ypres.

‘ Our idea is to build first the Chancel end of the Church, and then extend it if necessary to hold about two hundred people. The building might be plain to begin with, and be later adorned with Regimental and other memorials as time goes on.

‘ We have been deputed to make the appeal for funds to carry out this absolutely necessary work, and it is with the utmost confidence that we do make this appeal for an English Church, which we owe to the Memory of Service and Sacrifice.

‘ Cheques can be made payable either to Bishop Bury, c/o the Rev. B. Staunton Batty, Commissary, Christ Church Vicarage, Down Street, London, W.1; or to Field-Marshal Lord Plumer, through Lieut.-Colonel Poole, 36, Eaton Place, London, S.W. 1, and should be crossed “ Lloyds Bank (6, Pall Mall, S.W. 1) ”; or can be paid direct to the Bank, for the Ypres Memorial Church Fund.

‘ We are, yours truly,

‘ HERBERT BURY, *North and Central Europe.*

‘ PLUMER, F.M.’

HOME MAGAZINES

The Editor acknowledges with thanks the receipt of the following journals :--

TITLE.	Date.
Faugh a Ballagh. (R. Irish Fus. Regtl. Journal).	July, 1924.
The Wasp. (16th Foot)	July and Oct., 1924.
Artists Rifles Journal	Summer No., 1924.
British Legion (4th Annual Report)	March, 1924.
The Ypres Times	July and October, 1924.
The Gunner	July, August, September and October, 1924.
Royal Army Ordnance Gazette	September, 1924.
Journal of the R.A.M.C.	July, August, September, October, 1924.
Royal Tank Corps Journal	June, July, August, September, October, 1924.
On the March. (Royal Army Temperance Association).	July, August, October, 1924.
Imperial War Museum, 7th Annual Report.	
Royal Engineer Journal	June, September, 1924.
The R.A.S.C. Quarterly	October, 1924.

EX-CAVALRYMEN'S ASSOCIATION

135, Regency Street, S.W. 1

On Wednesday, November 12, 1924, a meeting, which was attended by the Commanding Officers of the Royal Horse Guards and all Cavalry Regiments of the Line stationed at home, was held at the Cavalry Club. At this meeting the question of the general welfare of ex-cavalrymen was discussed, and it was agreed that there is a widespread feeling throughout the Cavalry that the present methods by which ex-cavalrymen obtain employment are capable of improvement, and that the welfare of Reservists might receive better attention.

Accordingly, it was unanimously decided to endeavour to co-ordinate and augment the existing organisations. For this purpose an association was formed, to be known as *The Ex-Cavalrymen's Association*. The objectives of this Association are :—

- (i) To endeavour to ensure that all ex-cavalrymen are enabled to obtain suitable employment; and
- (ii) To explore the possibilities of getting into touch with ex-cavalrymen who are already in employment, with a view to forming eventually an Ex-Cavalrymen's Club, thus promoting social meetings and mutual assistance.

It was decided that this organisation was to be of an experimental nature for the period of one year; if at the end of that period it was found to be a success, the organisation could be expanded. If unsuccessful, it could be discontinued.

A *Working Committee* was elected, with Lieut.-Colonel J. Blakiston-Houston, D.S.O., as Chairman, and Captain R. H. O. Hanbury, M.C., as Honorary Secretary.

On November 17, 1924, a letter was sent to all Commanding Officers of Cavalry regiments informing them of

the decision of the meeting, and asking them to bring the formation of the Association to the notice of Regimental and Old Comrades' Associations. It was suggested that the latter associations should communicate with the headquarters of the Ex-Cavalrymen's Association at 135, Regency Street, Vauxhall Bridge Road, Victoria, London, S.W. 1, and forward the names of any men now seeking employment, and lists of any openings of which they may know.

The Committee have been fortunate enough already to secure the services of two voluntary workers, one of whom will control the 'employment' side of the scheme, whilst the other will exploit the 'social' side.

The Association has secured excellent premises at 135, Regency Street, Vauxhall Bridge Road, S.W., which are open daily, except Saturdays and Sundays, from 9.30 a.m. to 1.30 p.m.

CAVALRY WAR MEMORIAL

The final meeting of the Cavalry War Memorial Committee was held at the Cavalry Club on November 26.

The agenda included—

- (A) To pass the accounts.
- (B) Arrange for the upkeep of the Memorial.
- (C) Disposal of surplus funds.
- (D) Disposal of the Model of the Memorial.

It was decided to accept the tender of H.M. Office of Works for the upkeep of the Memorial, in return for an annual payment of £18 and that a sum should be set aside from the surplus funds to produce the above annual income, and also to cover insurance of the Memorial.

As regards disposal of the model, it was decided to communicate with the India Office, placing it at their disposal as a present to the Indian Cavalry.

The accounts as per statement given below were passed.

The question of the distribution of the estimated surplus of £1,700 was then considered.

It was decided—

- (a) To set aside £700 to cover the cost of maintenance and insurance.
- (b) To contribute £300 to the Sandhurst College Cavalry Memorial, which has not yet been completed.
- (c) To make a grant of £200 to the funds of the Cavalry Benefit Association.
- (d) To forward a contribution of £200 to Earl Haig's Fund.
- (e) That the remaining balance of £300 should be held in reserve for the present.

Statement of Accounts, November 26, 1924.

<i>Receipts.</i>	<i>£ s. d.</i>	<i>Expenditure.</i>	<i>£ s. d.</i>
Regular Cavalry -	5,778 1 2	Accounts Paid -	10,377 16 9½
Indian Cavalry -	1,849 6 0	Balance at Bank	46 9 9
Native States -	125 15 9	India 3½ % Stook	1,900 0 0
Cavalry Special Reserve -	87 0 0	Cash in hand -	17 10½
Yeomanry Cavalry -	1,579 2 6		
Dominions -	250 18 0		
Individual Subscriptions -	234 3 11		
<i>Various, i.e.</i>	<i>£ s. d.</i>		
Balance from Memorial Service -	459 6 9		
Interest on Deposit -	259 9 0		
Interest on Investments	966 7 0		
Profit on Sale of Stocks	735 13 7		
	<hr/> 2,420 17 1		
	<hr/> £12,325 4 5		
			<hr/> £12,325 4 5

Outstanding Accounts.

A. & F. Manuello, 5 % Retention 12 months	-	<i>£ s. d.</i>
W. Macfarlane, 10 % , 6 Months	-	166 7 7
		23 5 9
		<hr/> £180 13 4
Balance -	-	1,947 7 7½
Less above accounts -	-	189 13 4
AVAILABLE FOR DISTRIBUTION -	-	<hr/> £1,757 14 3½

ARMY POINT-TO-POINT RACES

The Army Point-to-Point Races in 1925 will be held at Dunchurch, in the North Warwickshire country, on Saturday, March 14.

ARMY POINT-TO-POINT FUND

Statement of Accounts.

Receipts.		Payments.							
		£	s.	d.	£	s.	d.		
1923.									
Apr. 27th	Balance brought forward	267	10	6	Dec. 12th	Vinton & Co., Registration Fee for Army Point-to-Point	2	2	0
May 3rd	Mr. E. Usher, Entrance Fee for 1923.	-	1	0	" 14th	Vinton & Co., Registration Fee for N. Warwickshire Point- to-Point	2	2	0
1924.					1924.				
Jan. 9th	Lt.-Col. S. S. Hill Dillon, Balance of Irish Army Point- to-Point Fund	120	16	2	Mar. 3rd	Messrs. W. H. Smith & Son, Advertising	3	3	6
	Entrance Fees	103	0	0		Entrance Fees (unpaid, £3; Refunded, £1)	4	0	0
	Takington Motor cars, £356; Race Cards, £138 12s; Total, £494 12s. Less Staff Pay, £21 1s.	473	11	0		Major H. F. Tanner, for work on Course	32	3	6
	Topical Budget for right of taking Photographs	3	0	0		Printing and Stationery—Har- rod's, £1 4s. 1d.; Knapp, Drewett & Sons, Printing Race Cards and Tickets, £30 15s. 9d.; J. Paterson, £2 17s.; Messrs. Weatherby, £5 12s.	40	8	10
	Subsidy from Grand Military Race Fund	100	0	0	Mar. 20th	Herring Bros., Hire of Char- -banc	2	10	0
						Lt.-Col. A. F. Poulton, Berk- shire Constabulary	19	12	2
						Superintendent C. Goddard	2	2	0
						Refunds of Car Tickets to Owners	5	0	0
						Allnatt, Ltd., Catering A/c.	41	17	9
						Cheque Book	0	10	0
						Mr. N. B. Hicks, Birch bavins and Stakes for Fences	10	5	0
						Colonel H. L. Powell, Sec., &c., Salary, £25; Travelling Ex- penses, £8; Postage A/c., £7 6s.	40	6	0
						Lt.-Col. O'Hara, Part Cost of Flags for Course, 1923-1924	3	0	0
						Secretary's Salary for 1923, not paid	25	0	0
						Auditor—Mr. A. J. Johnson	1	1	0
						Prize Money	156	0	0
						Mr. L. N. Hutchinson, Insur- ance of Challenge Cups	0	13	0
						Walker and Hall, Cup for Nomination Race	12	15	0
						Skinner & Co., Replica of Prince of Wales's Cup	5	16	0
							658	9	11
						Balance Credit	410	7	9
							£1,068	17	8

Audited and certified correct.

ALFRED J. JOHNSON, F.S.A.A.

**Public Auditor,
35, Southgate Street,
Winchester.**

16th May, 1924.

H. L. POWELL,
Secretary.

DOMINION AND FOREIGN MAGAZINES

IN the middle of the last century the armchair doctrinaires solemnly announced that the 'long range rifle' had proclaimed the doom of Cavalry. More recently in all countries gloomy, tank-obsessed, Ichabod-crying, mechanicalised Jeremiahs convinced themselves, if no one else, that the days of Cavalry were, as that eminent critic Mr. Curdle said of Hamlet, 'gone, utterly gone.' These prophets should take a course of Cavalry Periodicals. There are, fortunately, plenty in existence for them to choose from, and one of the best is the French *Revue de Cavalerie*, now in its thirty-fourth year. The number for September–October, 1924, is as interesting as this periodical always is. An article on the British Cavalry in Egypt during the Great War is continued; there is a careful analysis of a new German work, by Lieut.-Colonel Brandt, on Cavalry of the present day, based on the experiences of the war; and there is a continuation of an article which has been recently running through the *Revue* on the new German Cavalry Training Manual. An excellent article is that by Colonel Audibert based on a Report by Captain Roquette-Buisson on three reconnaissances executed by him in August and October, 1914. Colonel Audibert remarks that, while aviators can see a good deal from the air, there are occasions on which their vision is (like Sam Weller's) 'limited': for example, he points out that they cannot spot troops in wooded country, or, to quote his picturesque phrase, the flying man is 'impuissant à déchiffrer l'éénigme des bois.'

Another admirable Cavalry periodical is the United States *Cavalry Journal*. The July, 1924, number has a valuable

article on the Spanish Cavalry Instruction Unit, by Major H. Thompson (who was attached to a Spanish Cavalry regiment), and a somewhat similar one on the Italian Cavalry School at Tor di Quinto by Major H. D. Chamberlin. There is also an entertaining account of the Army War College, by Lieut.-Colonel H. Dickinson, who wrote it, one is delighted to learn, 'with a pencil purloined from the Army War College itself.' In the October number an article of interest to all English readers is 'The British Household Cavalry,' by Lieut.-Colonel R. G. H. Howard-Vyse, who remarks, and rightly, that '*esprit de corps* plays a greater part in the British army than any other.' Another interesting article is the account of 'The Cavalry School Team in the Colorado Endurance Ride,' a ride which we are told was unique in that 'of the 17 entries not one finished the prescribed course,' a result due, one gathers, to the intense heat.

The Spanish *Memorial de Caballería* for June, 1924, is chiefly taken up with the continuation of a 'segundo premio,' or runner-up, in a recent prize essay competition, the subject being the sources of supply of officers of the Spanish army and their careers in general. The words 'cavalry' and 'chivalry' are practically the same word and the author points out that in all armies Cavalry officers are chiefly drawn from the aristocracy, whether of birth, as in the Old World, or of wealth, as in the New World. He quotes an interesting statement made by an observer of English military institutions that Woolwich and Sandhurst have as their objects more the formation of character than technical military instruction. It is a far cry from Fort Garry to Madrid, but in another article, a reprint of a lecture on Cavalry exploits, the Fort Garry Horse should be proud to read that their raid of November 19, 1917, is mentioned as a deed which would have won the approval of von Seydlitz.

The June, 1924, number of *La Guerra y su Preparación*, the organ of the Spanish General Staff, is devoted entirely to the

Italian army and forms an Armed Strength in miniature : the August number contains extracts from a curious old manuscript dealing with Oran in the early eighteenth century. From this we learn that the Arab factions of this district then lived by perpetual internecine warfare, which is rather like the country whose inhabitants subsisted by taking in each other's washing. The most instructive article in the September number is a translation of the Japanese Training Manual of November 8, 1922.

It is pleasant to welcome a new military magazine published in Canada. This is the *Canadian Defence Quarterly*, which, with its July, 1924, number, completed its first year. All the articles in this issue are good, and there are three of particular interest : 'The Royal Canadian Dragoons, 1914-19,' 'With the 2nd Battalion Grenadier Guards from August 12 to September 16, 1914,' by Major R. W. Gordon, and 'Military Policy of Canada, 1905-24 and Suggestions for the Future,' by Colonel J. Sutherland Brown. In this last one reads, with some astonishment, that, although Mobilisation Regulations had been carefully worked out, and issued to all concerned in 1913, in August, 1914, 'years of thought and preparation were thrown away by Sir Sam Hughes, who took hold of mobilisation himself—a job too big for any one man—caused orders to be sent out direct from Ottawa to Officers commanding units, sub-units and to individuals to mobilise and to proceed to Valcartier. The Military Districts were not consulted and in fact were ignored. They had no knowledge of the military movements that were taking place except what they could gain by hearsay or by military intuition.'

From an historical point of view it is always important to get at the truth, even when it does not add to the reputation of the dead. As someone has remarked, *De mortuis nil nisi bonum* so often means *De mortuis nil nisi bunkum*. The *Canadian Defence Quarterly* should, and we hope will, have a long and prosperous career.

F. J. H.

RECENT PUBLICATIONS

‘The Story of a Regiment of Horse, being the Regimental History from 1685 to 1922 of the 5th Princess Charlotte of Wales’s Dragoon Guards.’ By Major the Hon. R. L. Pomeroy. 2 vols. W. Blackwood and Sons, 1924. 40s.

If the late Mr. Richard Cannon, some time of the Adjutant General’s Office, could revisit this world he would find many things to surprise him. He would indeed find the Horse Guards much as the building was in his day, but he would be dazzled by electric light, stupefied by self-propelled vehicles, amazed (possibly pleased) by the shortness of skirts, and deafened by jazz-music. And if, like the bookish man he used to be, he were to wander into the War Office Library, or that of the Royal United Service Institution, he would find something that would astonish him even more, and that is the vast improvement that has taken place in writing the stories of British regiments since he compiled his own series of Historical Records.

His ‘History of the 5th Dragoon Guards,’ which ends in 1831, comprises barely 100 pages. The work under review is in two large volumes, written with enthusiasm, well printed, well ‘documented,’ well illustrated. Vol. 1 gives in detail the story of the regiment abroad and at home; Vol. 2 deals with its distinctions, its uniform (by the late D. H. Irwin), and its sport; it also contains a List of Officers with brief biographical notes, and Regimental Army Lists.

The charm of regimental histories when they are written in the right spirit, as this pre-eminently is, lies in the fact that you get in them details which the Muse of Military

History, a severe, red-tape-bedizened old beldame, will not condescend to mention. How pleasant it is, for example, to find the Earl of Arran, who succeeded Colonel Coy as Colonel of the regiment, writing from Brussels, in 1697, we 'walke in the parck with the ladies and hautboises till day break, and so to supper aboute sunrising.' (The Duke of Wellington walked in this same park, also with a lady, a few days before Waterloo, and, no doubt, returned Jos Sedley's clumsy salute and wondered who the attractive little lady with him was.) And in 1914 we get a similar human touch. The regiment arrived in billets in Audregnies at 2 a.m. on Sunday, August 23. This is what Clio would say. But the author makes the delightful addition: 'According to the diary of one who was there, they camped in a b— field.' And appropriately so, for Cadogan's Horse was well acquainted with bloody fields from Blenheim to 'France and Flanders, 1914–18.'

There were privileges in the old days which have (why should one not say, alas!?) long since vanished. Who, for instance, cannot but envy Cornet Martin Tucker, whose commission was purchased for him, aged six, in 1781, and who 'was given leave from year to year until he attained the age of sixteen, when he joined the regiment as a subaltern with ten years' service'? It is also pleasant for those who think that old times, even the despised Victorian era, were far happier times than the present day, to find an eloquent passage in defence of Purchase. By its abolition 'the standard of professional attainments was indeed raised, but' (and it is a formidable but) 'character and *esprit de corps* suffered.'

The care with which this history, which was obviously a labour of love to the author, was written, is evident from the fact that no one connected with the regiment, from the greatest to the humblest, is forgotten. There is an admirable coloured portrait of Princess Charlotte, and there is a brief

epitome of the services of 'Mary, a waler mare,' and of 'a horse called Dickey-bird'; further, there is a likeness of Roman Oak, owner up, who won the Champion Steeplechase in 1881.

The book has no index, but that is an advantage. For, if a book has no index, you are compelled, if you are interested in the subject, to read every page of it; and this is a book which deserves to be so read. F. J. H.

'Simplified Organisation and Administration. With diagrams.'

By Captain R. H. D. Bolton. Gale and Polden. 4s. 6d.

CAPTAIN BOLTON in writing this useful little book took for his motto a wise dictum of the Chief of the Imperial General Staff 'to obtain uniformity we must adhere to official publications.' His book is exceedingly lucid and well-arranged and should prove of considerable value to students for examinations. In addition to the ordinary branches of organisation and administration there is a section on letters, how they should be addressed and how they should be ended. One cannot say if it is a case of *post hoc ergo propter hoc*, but it seems significant that the letter to a tailor should be immediately followed by a letter to a banker. There is also an interesting chapter on the advantages of Cost Accounting. But it does not tell us what Cost Accounting costs.

F. J. H.

'Aperçu historique sur les Mouvements et Opérations des Corps et Divisions de Cavalerie en liaison avec les Armées, 1914-1918.' Par Major de cavalerie breveté A. Peteau. 2 vols. and case of maps. H. Vaillant-Carmanne, Liège. 1924. 50 francs.

APART from Regimental Records and articles in the CAVALRY JOURNAL, the Great War has not given rise to much cavalry literature in Great Britain. In France two works of considerable interest have been published, those by

General Bouffaire and Colonel Boucherie; in Germany, General von Roseck has produced a (somewhat flamboyant) book on German Cavalry on the Western Front in 1914, which has been translated into English, or, rather, American; and he has recently brought out another work on the same lines dealing with German Cavalry in Lithuania and Courland in 1915; and now Belgium sends us Major Peteau's excellent book.

The author tells us in his preface that his object was carefully to avoid all fine writing and picturesque anecdote and to limit himself severely to facts only. Which is as it should be. He also, with one exception, deals only with those periods and those theatres of war in which Cavalry had a fair field. Vol. 1 deals with the Western Front up to November 15, 1914. Events are treated strictly in chronological order, all important orders are quoted and authorities are given on almost every page. It is only natural that the author should quote more freely from Belgian and French books and documents than British. Indeed, his chief English sources are the Despatches, Lord French's '1914' and Lord Ernest Hamilton's 'First Seven Divisions.' Vol. 1 of our Official History of the Great War, by Brigadier-General J. E. Edmonds, had, no doubt, not been published when Major Peteau was writing his first volume. Nor does he refer to the CAVALRY JOURNAL; had he done so he would, doubtless, in his account of the action at Néry, September 1, 1914, have mentioned that the Eleventh Hussars captured eight German field guns.

Vol. 2 deals with the events of 1918 (and not 1914, as one is given to understand by an unfortunate misprint on its title page). The greater part of this volume is concerned with the Western Front from September 25, 1918, but there are also chapters devoted to Cavalry operations in Italy, Servia and Palestine. Major Peteau does not point any morals, nor does he criticise; but in describing Lord Allenby's

offensive in Palestine, September to October, 1918, he conjectures that the British general had probably taken as his model Napoleon's plan for the invasion of Syria. This is interesting in view of an article published not long ago in a juvenile contemporary, which argued with all the confident, self-assertive arrogance of flippant youth (as Mr. Pott in his milder moments might have said) that the study of Military History was not worth while.

The care which Major Peteau has devoted to the compilation of this book makes his work one that should be indispensable as a work of reference to all interested in an arm which, as the author says, 'will always have considerable weight in the final decision.' For, as Jomini put it, 'an army deficient in cavalry rarely obtains a great victory.'

Major Peteau has added a Bibliography and list of works consulted. It is, perhaps, rather odd to find in it 'La première guerre mondiale,' the French version of Colonel Repington's best seller; and Karl Rosner's remarkable study of that Hamlet-like figure 'Der König.' But perhaps his psychology is interesting, for one seems to remember having read somewhere that the monarch in question always ended the day gloriously at manœuvres, by—a masterstroke of genius—incorporating the enemy's cavalry with his own.

F. J. H.

A Record of the Battles and Engagements of the British Armies in France and Flanders, 1914–1918. By Captain E. A. James, 48th (South Midland) Divisional Signals T.A. Gale and Polden, Ltd. 5s.

THIS brochure presents in a concise and handy form a record of the part taken by formations, down to Cavalry brigades, in the various engagements of the British armies on the Western Front during the Great War. It originally appeared in the form of articles in the *Journal of the Royal United Service Institution* for August and September, 1923, and is

now republished with certain corrections and additions, made as the result of information supplied by readers of that journal.

Lieut.-General Sir Hugh S. Jeudwine, K.C.B., K.B.E., has written a foreword in which he points out the time and trouble which the author must have devoted to the production of this work. An appendix shows the services in France and Flanders of each division, and the two indexes, one of place names and one of formations, should facilitate quick reference to any particular engagement or formation.

It is a record which will have great value in the years to come, and should find a place in every regimental library.

R. H. O. H.



SPORTING NOTES

Up to the time of going to press no news has been received from India, and consequently these notes have been considerably curtailed.

It is hoped to rectify this in future issues.

OBITUARY

Many of our older readers will have heard with deep regret of the death of Major Kenneth McLaren, late of the 13th Hussars.

Sir R. Baden Powell writes of him as follows :—

‘ We were known in the regiment as the two bloaters, since our tastes were alike, and our bungalow was known as Bloater Park, where we had horses, ponies, dogs, servants, etc., in common. So I know something of him.

‘ At polo he rose to be one of the best, if not the best, player of his time. He began with two little rats of ponies, Deerfoot and Blair Atholl, which occupied one loosebox together. He got his first training in the game under John Watson, who was at that time captain of our polo team in the 13th.

‘ McLaren was a lightweight and developed a very strong hitting power, playing on the near side quite as well as on the off. It was notable that he never seemed to gallop, but was always at the right spot at the right moment. He seemed to have a natural intuition of where the ball would come. He never lost his temper and never got excited, and could play a losing game just as well as a winning one.

‘ He was probably one of the best, if not the best, of the pig-stickers of his time in India. He won the Ganges Cup and the record number of spears for the year in the Muttra Tent Club.

‘ In soldiering he was a smart and conscientious officer, and was adjutant of the regiment and later on A.D.C. to Sir Baker Russell, Commander-in-Chief of Bengal.

‘ In the Boer War he commanded a squadron in Lord Plumer’s column of my force near Mafeking. Here he was very badly wounded, his thigh being smashed and his horse lying on him; but he was brought in alive next day to the Boer camp, and his strong vitality told so that he eventually recovered, but was invalided out of the Service.

‘ At the start of the Boy Scout movement he took up the work as its Secretary for some time. He was also appointed official umpire for polo at Hurlingham.

' When the Great War came on, he volunteered for work there. The shock of his wounds in the Boer War had, however, been gradually telling on him, and he suffered a severe breakdown, in which his mind was affected. He never recovered his health, and his death was only a happy release from a long period of suffering.

' In character he was always a perfectly clean-minded, boyish individual, exceedingly conscientious, and the straightest man I ever met.

' He was popular and known throughout the Service as the Boy, and was altogether of the type of what one would wish in an officer and a gentleman.'

RACING NOTES

THE AUTUMN HANDICAPS

The Cesarewitch

From the time the weights appeared, it was clear that the handicapper had set a puzzle that would be hard to solve. There was exceptionally little early betting, and the sensitiveness of the market showed a lack of confidence on the part of the big operators.

During the last few days good money came in for Spithead, and it looked as though he would start a firm favourite, but on the morning of the race Bellman was heavily supported and eventually displaced the other at the head of the quotations. Others fancied were Jazz Band, Eastern Monarch, Savernake and Norseman, but it was apparent that in such an open race anything might happen, and in the event Charley's Mount, the property of the all-conquering Aga Khan, equalled the record of Light Dragoon two years ago by winning at 100-1.

It is a coincidence that in each case the winner should be by the same sire and ridden by the same jockey, T. Pryor, a promising lad attached to the Manton stable.

Charley's Mount is a bay filly, three years old, by Charles O'Malley—Sunny Ridge, and was trained by R. Dawson at Wantage.

An examination of the form makes it more surprising that the filly should have started at such forlorn odds, as she was fourth to Straitlace in the Oaks, winner of the Park Hill Stakes at Doncaster (starting at 5-4 on) and, fourth in the Newbury Autumn Cup.

The fact that she was carrying a 10-lb. penalty no doubt accounts for her being deserted by the majority of backers, but three-year-old fillies often make extraordinary improvement at the end of the season.

THE CESAREWITCH STAKES, a Handicap of 25 sovs. each, 10 sovs. ft., with 1,000 sovs. added; owner of second to receive 300 sovs. and third 100 sovs. out of the stakes. Cesarewitch Course (two miles and a quarter).

CHARLEY'S MOUNT, b f, by Charles O'Malley—Sunny Ridge (The Aga Khan), 3 yrs. 7st. 10lb.	.....	T. Pryor	1
BOLET SATAN, ch h, by Nimbus—Biella (Mrs. F. Saynor—Rowson), 5 yrs. 8st. 1lb.	.....	F. Bullock	2
SAVERNAKE, br g, by Charles O'Malley—Goura (Mrs. A. Bendir), 4 yrs. 6st. 11lb.	.....	A. Burns	3

Also ran—Mr. A. K. Macomber's Rose Prince, Lord Woolavington's Keror, Sir G. Bullough's Eastern Monarch, M. A. Veil Picard's Abri, Mr. A. Scott's Jazz Band, Mr. J. White's Norseman, Sir A. Bailey's Ceylonese, Lord H. de Walden's Carbonaro, Mrs. S. Whitburn's Harpenden, Mr. A. de Rothschild's Arcade, Mr. F. Curzon's Bellman, Mr. A. H. O. Riddell's Sewing Machine, Sir H. Lawson's Miwani, M. M. Calmann's Scapino, Mr. A. K. Macomber's Forseti, Mr. W. Chanler's Xanadu, Lord Derby's Spithead, Mr. S. B. Joel's Portlight, Mr. J. C. Baird's Brisl, Mr. J. McAuley's Voltoi, Mr. Reid Walker's Invercauld, Mr. J. Radcliff's Zarope, Mr. A. H. Tennent's Boddam, The Maharajah of Rajpipla's Labadens, Sir H. Randall's Rosemead, Mr. D. Shuter's Vic's Choice, Mr. H. G. Gregson's Border Ranger, Mr. T. Davidson's Mark Marten, Mr. J. A. de Rothschild's Vionnet, Mr. L. E. Cribbin's Fair Charlotte, Miss A. E. Corbett's Ferdia.

(Winner trained by R. Dawson, at Whatcombe.)

Betting—5 to 1 agst Bellman, 7 to 1 Spithead, 100 to 9 Jazz Band, 100 to 8 Eastern Monarch, 100 to 6 each Savername and Norseman, 20 to 1 Rose Prince, 25 to 1 each Mark Marten, Keror, Miwani, Bolet Satan, Carbonaro, and Scapino, 33 to 1 each Brisl, Ceylonese, Labadens, Forseti, Invercauld, Voltoi, Portlight, and Vionnet, 40 to 1 each Fair Charlotte, Rosemead, and Arcade, 50 to 1 Boddam, 66 to 1 Sewing Machine, 100 to 1 each agst the others. Place betting in proportion.

Won by a length; a neck separated second and third. Bellman was fourth, and Boddam last.

The Cambridgeshire

Owing to the General Election the Stewards decided to postpone the race until the Thursday. The recent rains had made the going extremely heavy. This might have been expected to be all against the top weights, but in a race like the Cambridgeshire, run at top speed over a course where there can be little excuse for being shut in, class will tell, and both the first and third carried the heavy burden of 8-12.

That the race does not favour the light weights is borne out by past results, as only once in the last twelve years has the race been won by a horse carrying less than 7 stone, the one occasion being in 1919 when Brigand, a five-year-old carrying 6-10, proved victorious. The same remark applies to the Cesarewitch, as in the corresponding period only Troubadour, a three-year-old carrying 6-9, has been the first to catch the judge's eye.

Twelve Pointer, this year's winner, is a four-year-old by Royal Realm-Fin Glen belonging to the Duke of Westminster. As a three-year-old he scarcely ran up to expectations, his only successes in ten attempts being at Ayr where he defeated Inkerman and three others in the Scottish Derby, and at Newbury in the Kingsclere Plate when he beat Ellangowan (gave 5 lbs.) by a length.

This year, however, he has made abnormal improvement, and it is doubtful if there is a better of his age at the present moment.

THE CAMBRIDGESHIRE STAKES, a Handicap of 25 sovs. each, 10 ft., or 5 if declared, with 1,000 sovs. added; owner of second horse to receive 300 sovs. and of third 100 sovs. New Cambridgeshire Course (last mile and a furlong of A.F.).

TWELVE POINTER, br c, by Royal Realm—Fin Glen (Duke of Westminster),	
4 yrs. 8st. 12lb.	B. Carslake 1
BACHELOR'S FORT, br m, by Meleager—Lady Black (Mr. A. Lowry), 6 yrs.	
7st. 5lb.	F. Wadsworth 2
VERDICT, b f, by Shogun—Finale (Lord Coventry), 4 yrs. 8st. 12lb. M. Beary 3	

Also ran—Mr. S. B. Joel's Evander, Mr. A. R. Cox's Caravel, Colonel M. Hughes's Re-Echo, The Aga Khan's Diophon, Lord Derby's Moabite, Mr. A. J. Ash's Lighthouse, M. A. Eknayan's Helium II., Mr. B. Irish's Dawson City, Mr. B. Cohen's Jarvie, Mrs. Collie's Little Marten, Mr. W. Raphael's Waygood, Mr. G. Hardy's Dumas, Lady Edgar's Mignault, Mrs. R. R. Jeffrey's Dinkie, Dowager Lady Nunburnholme's Amethystine, Mr. S. B. Joel's Pasha, Mr. Doyle's Tranquillite, Lady Birkin's Blanchevie, Sir A. Bailey's Bucks Yeoman, Mr. J. B. Leigh's Creolian, Mr. J. W. Harvie's Helsby, Mr. McAuley's Grave Fairy, Mr. L. E. Cribbin's Fair Charlotte, Captain Sassoon's Live Wire.

(Winner trained by Persee, at Stockbridge.)

Betting—6 to 1 agst Lighthouse, 9 to 1 TWELVE POINTER, 100 to 9 each Dawson City and Pasha, 100 to 6 each Dumas and Bucks Yeoman, 20 to 1 each Diophon, Live Wire, Dinkie, and Jarvie, 25 to 1 each Moabite, Caravel, and Mignault, 33 to 1 Verdict, 40 to 1 each Amethystine, Grave Fairy, Helium II., Bachelor's Fort, and Little Marten, 50 to 1 each Evander and Re-Echo, 66 to 1 each agst the others. Place betting in proportion.

Won by a length; the same distance separated second and third. Dawson City was fourth, and Little Marten last.

In our last issue reference was made to the Ascot Cup, and the writer gave it as his opinion that Poisoned Arrow failed through lack of stamina. He has since learned that the horse was very badly interfered with, losing over ten lengths, and being so badly struck into that it was decided not to try and get him fit again before the end of the season. Childs is strongly of the opinion that the horse would have won had the accident not occurred.

Poisoned Arrow now goes to the stud, and with his fine breeding (by Spearmint out of White Lie) can hardly fail to get stayers.

It frequently occurs that prior to the Two Thousand a horse is made favourite on the strength of stories of abnormal improvement during the winter months, but the race itself proves the correctness of the old saying that it is best to follow the two-year-old form.

Our readers may, therefore, like to have a copy of the Two-Year-Old Handicap framed by Mr. Dawkins at the invitation of the Stewards of the Jockey Club.

The weights are as below :—

	st. lb.		st. lb.		st. lb.
Saucy Sue.....	9 2	El Cacique	7 13	Dignity	7 9
Picaroon	9 1	Poor Scats	7 13	Iceberg.....	7 7
Diomedes	8 12	Sweet Rocket	7 12	Diacquenod	7 7
Solario	8 8	Field Argent	7 12	Blanchisseuse	7 7
Manna.....	8 6	Condé	7 12	Warrior's Shield ..	7 6
Zionist.....	8 6	C. by Gainsborough		Warden of the	
Margeritta	8 6	—Flying Spear	7 12	Marches.....	7 6
Loddington.....	8 4	Dalmagarry	7 12	La Mauri	7 5
Phalaros.....	8 4	Silent Guard	7 12	Quirk.....	7 5
Prompt	8 3	Sunart.....	7 12	Roidore	7 5
Black Friar.....	8 3	Iron Mask	7 11	Empire.....	7 5
Miss Gadabout ...	8 2	Congo	7 11	Fianna.....	7 5
Oojah	8 1	Milfoil.....	7 10	Garden of Allah ..	7 4
Priory Park.....	8 1	Game Shot	7 10	Lomondside	7 4
Bertha Gaunt.....	8 1	Diagoras	7 10	Runnymede	7 4
Vicot	8 1	F. by Friar Marcus		Fitzroy.....	7 4
Bucellas	8 1	—Alga	7 9	Commuter	7 4
Snip-Snap	8 0	Hurry Back	7 9	Miss Megan.....	7 4

	st. lb.		st. lb.		st. lb.
Gonedry	7 4	F. by The Vizier—		Jenico.....	6 12
Porch	7 4	Palma.....	7 1	I Hope So.....	6 12
Goldbound.....	7 3	Hussein	7 1	Fits and Starts ...	6 11
Dandaloo	7 3	Rodeo.....	7 1	Valdore	6 11
Swanage	7 3	Cradle Song.....	7 1	Evana.....	6 10
High Level	7 3	Instep.....	7 0	Love Sonnet.....	6 10
Pons Asinorum ...	7 3	Nevsky Prospect .	7 0	Spain	6 10
Free and Easy	7 3	King's Yellow	7 0	Probus.....	6 10
St. Gironette	7 3	Maxim Gun.....	7 0	Bagpipes.....	6 5
Boyarin.....	7 2	Grandpré	7 0	Poluska	6 4
C. by Sunstar—		Son of Spring.....	7 0	Springshoot	6 4
Only Girl	7 2	Egyptian Idol	7 0	Rocketer.....	6 2
Aske	7 1	Rhyolite	7 0	Vainqueur	6 0
Blue Fairy	7 1	Sah-luma	6 12		
Chang-Chia	7 1	Open Prospect	6 12		

POLO

The Inter-National Matches

From the time the first trial matches were played little hope was entertained of the ability of an English team to defeat the exceptionally strong side that America was sure to produce, and the result of the matches played at Meadowbrook on the 13th and 16th of September fully justified this lack of confidence.

The teams in the first match were :—

<i>England.</i>		<i>America.</i>	
Major T. W. Kirkwood ...	... 1	Mr. J. Watson Webb ...	... 1
Major F. B. Hurndall ...	... 2	Mr. T. Hitchcock ...	... 2
Major E. C. Atkinson ...	... 3	Mr. Malcolm Stevenson ...	... 3
Mr. L. Lacey ...	... BACK	Mr. Devereux Milburn ...	... BACK

The English team were the first to score, Mr. Lacey hitting a goal from a penalty; but from then onwards the American team took complete possession of the game, scoring 13 goals in the first six periods. In the 7th, Major Kirkwood scored twice and in the 8th he and Mr. Lacey each found the goal, but the Americans also scored three times during these periods, and eventually ran out easy winners by 16 goals to 5.

From the reports received the American team worked with the regularity of a machine, whereas ours was never really together, and appeared to show a lack of confidence in each other's play. The hitting also lacked the cleanliness and sureness of the winners.

In the second match, Lieut.-Colonel T. P. Melvill and Major G. Phipps-Hornby replaced Major Kirkwood and Major Hurndall, but the change made little difference to the result, the Americans, though weakened by the loss of Mr. Stevenson, who met with an accident towards the end of the first match and was replaced by Mr. Strawbridge, winning by 14 goals to 5.

In justice to the losers it must be remembered that the exceptionally wet season not only interfered with practice, but resulted in most of the trial matches being played at three-quarter speed. To produce an international

team under these conditions is like trying to train a horse to win the Ascot Cup on wet and sodden gallops.

For this reason the criticism both of the players and the Selection Committee which has appeared in the Press would appear somewhat harsh.

POLO IN EGYPT

The Alexandria Summer Tournament commenced on June 16 and proved a great success, eleven teams entering

The tournament consisted of (1) an open tournament, and (2) a handicap tournament played on the American system divided into two divisions.

The R.H.A., represented by Mr. B. Fowler, Captain R. Harrison, Captain C. Allfrey and Mr. M. Benton, played consistently well all through, winning both the Open and Division "A," the runners up in the latter being the 16th/5th Lancers, represented by Mr. E. Wadham, Mr. J. N. Bailey, Lieut.-Colonel H. C. L. Howard and Captain A. Pilkington.

Alexandria (Mr. A. Barker, Lieut.-Colonel H. Milward, Lieut.-Colonel W. Ainsworth and Mr. T. Davies) had an easy victory in Division 'B' and also played well in the Open.

The ground was in first-rate condition, and if some of the results were inconsistent with handicap form, this will readily be accounted for by the difficulty of buying ponies in Egypt at the present time.

The Alexandria Autumn Handicap Tournament took place on September 25 and following days.

The teams were as follows :—

<i>3rd Hussars.</i>						<i>16th/5th Lancers.</i>					
Mr. Phillips	...	...	...	...	0	Mr. Tomkin	...	...	...	...	2
Mr. Lockhart	...	...	...	...	1	Captain Pilkington	...	...	...	...	3
Mr. Price	...	...	...	...	2	Major Horn	...	...	...	...	1
Major Sir T. Thompson	...	...	...	...	2	Lieut.-Colonel Howard	...	...	...	...	4
—						—					
5						10					

<i>15th/19th Hussars B.</i>						<i>Alexandria.</i>					
Sir Henry Floyd	...	...	...	...	1	Fahmy	...	...	...	...	0
Mr. W. Hinde	...	...	...	...	4	Mr. Karam	...	...	...	...	0
Mr. Cokayne-Frith	...	...	...	...	3	Mr. Barker	...	...	...	...	0
Captain J. Rogerson	...	...	...	...	3	Lieut.-Colonel Milward	...	...	...	...	3
—						Mr. Davis	...	...	...	...	0
11						—					
3						—					

<i>K.O.S.B.</i>						<i>H.M. Bodyguard.</i>					
Captain Abbot	...	...	...	...	0	Bimbashi Khary	...	...	...	...	1
Lieut.-Colonel Wilkinson	...	...	...	...	0	Usbashi Omar Fathi	...	...	...	...	1
Captain Church	...	...	...	...	0	Mulazem Abdel Halim Eff.	...	...	...	...	1
Mr. Kerr	...	...	...	...	0	Mulazem Ahmed Riad	...	...	...	...	0
—						—					
0						—					
3						—					

"15th/19th Hussars A."

Captain Heber-Percy	...	...	...	1
Mr. J. G. Leaf	...	...	...	5
Lieut.-Colonel Hon. J. D. Bingham	...	...	7	
Captain N. W. Leaf	...	...	...	5
			—	
			18	

RESULTS.

16th/5th Lancers beat 15th/19th Hussars "B" 5—0.
 K.O.S.B.s beat H.M. Bodyguard 4—2.
 3rd Hussars beat 15th/19th Hussars "A" 10—6.
 Alexandria a bye.

2nd Round.

16th/5th Lancers beat K.O.S.B.s 9—7.
 3rd Hussars beat Alexandria 6—4.

Final Round.

16th/5th Lancers beat 3rd Hussars 6—5.

THE NATIONAL PONY SOCIETY

The Rev. D. B. Montefiore (Past President) took the Chair at the meeting of the Council of the above Society held on Friday, November 7th, at 12, Hanover Square, London, W.1.

The Chairman reported that 5 Gold, 29 Silver and 6 Bronze Medals and the sum of £75 had been awarded during the show season, 1924, for Polo and Mountain and Moorland Ponies at the various affiliated country shows.

Royal Show at Chester.—An intimation had been received from the Royal Agricultural Society of England that six Classes for Polo and Riding Ponies would be included in their schedule for 1925, as follows :—

- Stallions, born in or before 1920, not exceeding 15 hands.
- Stallions, born in 1921 or 1922, not exceeding 15 hands.
- Filly or Gelding, born in 1922.
- Colt, Filly or Gelding, born in 1923.
- Colt, Filly or Gelding, born in 1924.
- Mare, with Foal at foot, not exceeding 15 hands.

This Society renewing their offer of two Champion Gold Medals, One Silver and One Bronze Medal as in 1924.

London Show.—The Schedule of prizes for the London Show to take place at the Royal Agricultural Hall on Friday and Saturday, March 6 and 7, was carefully considered, and the Council learnt with pleasure that the War Department had kindly intimated that they would provide the prize money in the yearling and two-year-old classes.

It was felt that the massing of Light and Heavy Weight Ponies in one class was very confusing to the public, besides taking longer to judge, and

therefore it was decided that the Classes for Polo Riding Ponies should be as follows :—

- Open class for Ponies, four years old.
- Light Weight Polo Bred Ponies, four years old and upwards.
- Heavy Weight Polo Bred Ponies, four years old and upwards.
- Light Weight Ponies (Open), five years old and upwards.
- Heavy Weight Ponies (Open), five years old and upwards.

The Prize Money in each class to be £10, £5 and £3.

After considerable discussion and full consideration it was decided to cut the Group Classes for Mountain and Moorland Ponies out of the schedule, and in their place the two following Classes were inserted :—

Mountain and Moorland Pony Stallions of the following breeds :—

Dales, Fell and Highland, entered in their respective sections of the National Pony Stud Book, by a Mountain or Moorland Sire and out of a Mountain or Moorland Dam.

Mountain and Moorland Pony Stallions, with the exception of the Dales, Fell, Highland and Welsh breeds, entered in their respective sections of the National Pony Stud Book, by a Mountain or Moorland Sire and out of a Mountain or Moorland Dam.

A perpetual Challenge Cup for the Best Stallion in these two classes would be awarded.

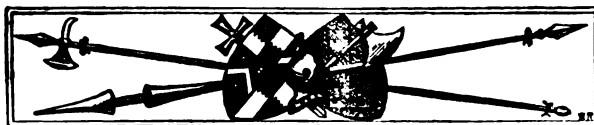
The remainder of the classes will remain practically the same as in 1924, and there would be the usual Shetland, Welsh, Children's Riding Classes, Jumping and other Competitions for Ladies and Gentlemen, while a Military Band would be engaged to perform on each afternoon of the show.

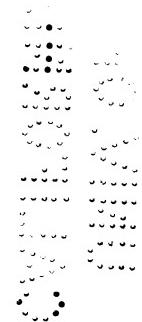
The following gentlemen were elected as Stewards of the Show :—Mr. A. J. Baker, Lieut.-Colonel R. E. Cecil, D.S.O., Lieut.-Colonel Sidney G. Goldschmidt, Major Dunbar Kelly, D.S.O., Sir Alfred L. Goodson, Bart., Mr. V. T. Taylor, Major C. B. Toms, O.B.E., and Mr. R. A. Willis.

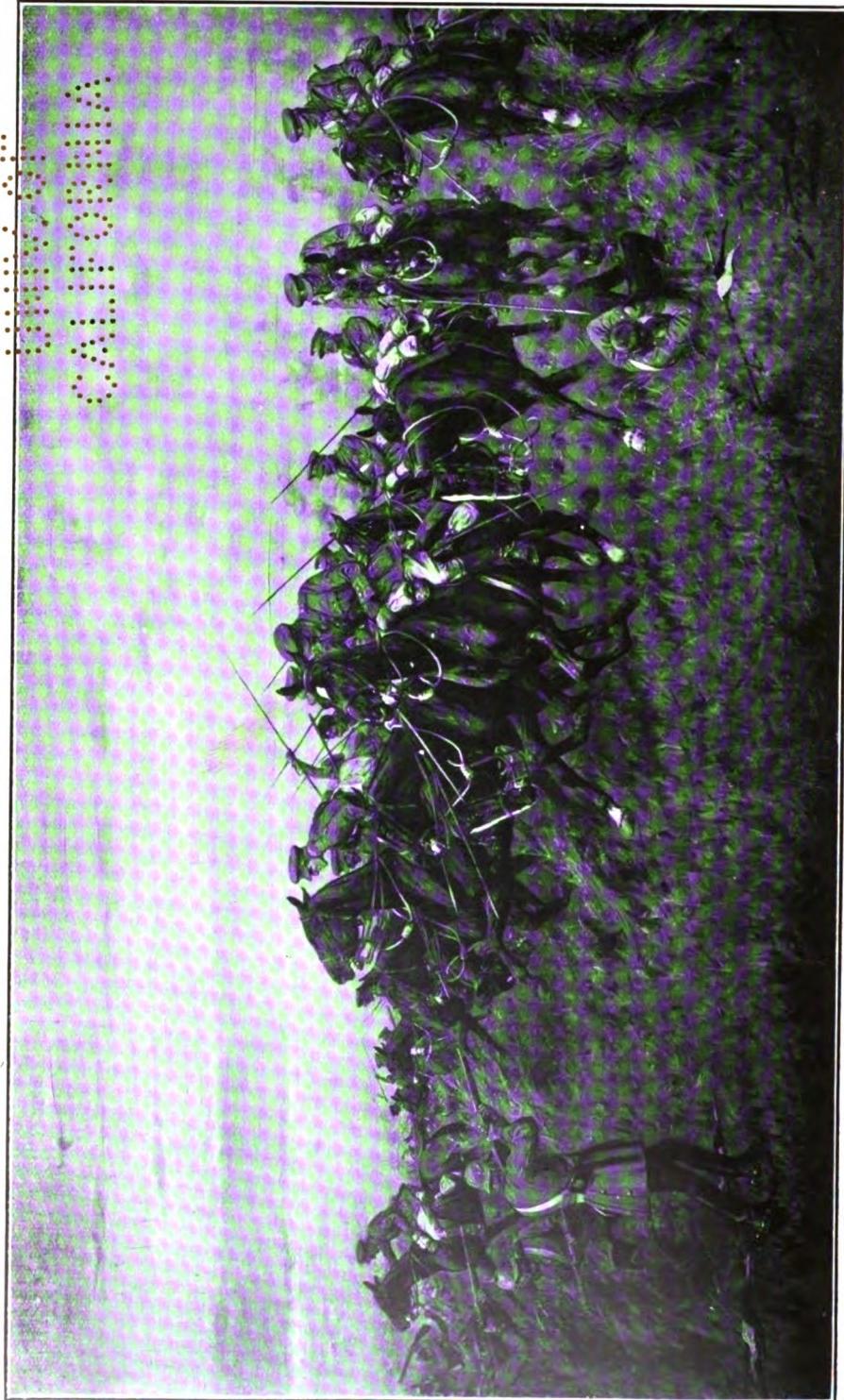
Ranelagh Show.—The Ranelagh Club had again kindly intimated that they would be pleased to offer the Society facilities for holding a Show and Sale in April, and a Committee was formed to draw up the schedule of classes.

Mr. Montefiore reported that the 1924 Supplement for Young Stock was now being prepared, giving particulars of some 50 foals of the year. This book would be published early in the new year.

Twelve new members were elected, making a total of 75 elected this year.







By permission of Major C. E. Bryant, D.S.O.

George Wright

THE CHARGE OF THE 12th LANCERS AT CÉRIZY.
28th AUGUST, 1914,

THE
CAVALRY JOURNAL

APRIL 1925

**GERMAN CAVALRY IN THE OPENING STAGES OF
THE GREAT WAR**

By MAJOR H. V. S. CHARRINGTON, 12th Royal Lancers

AMONG the many criticisms that have been directed upon the German Plan of Campaign in 1914 and the numerous reasons to which its failure has been attributed, there has been hardly a single comment upon the employment of the German Cavalry. It was, however, perhaps in this respect more than any other that the German Higher Command failed to make the most of their opportunities.

Sufficient data are now available for an accurate survey to be made of the operations of the German Cavalry in the opening stages of the Great War, and it certainly affords ample food for reflection.

PART I.—COMPOSITION, DISPOSITIONS AND DIRECTION.

On the outbreak of war, Germany mobilised eleven Cavalry Divisions. Ten of these were employed on the Western Front, and the remaining one in the East.

A German Cavalry Division was composed of three brigades (each of two regiments), one horse artillery brigade (of three four-gun batteries), one mounted machine gun detachment (of six guns and one spare gun), heavy and light wireless stations, and other divisional troops.

Regiments were composed of four squadrons, a German

VOL. XV.—No. 56.

H

squadron being of about equal strength to a British one. Compared with a British Cavalry Division, a German one had therefore an equal number of guns, but was weaker by three squadrons, and had only six machine guns as opposed to eighteen in ours. It had, however, the advantages of an adequate and well-trained staff, an efficient wireless service and a corps organisation.

Divisions were organised in corps, a corps consisting of two or three Cavalry Divisions and from three to five battalions of Jägers. A division going into action was invariably accompanied by at least one Jäger battalion, which consisted of four companies of lightly-equipped riflemen, a cyclist company, and a machine-gun company of six guns. The riflemen were capable of long and rapid marches, and were moved in lorries whenever possible. A German Cavalry Corps was thus a most powerful mobile body of all arms. The II. Cavalry Corps, with whose doings we have a special interest owing to the frequent occasions it was in contact with the B.E.F., consisted of three Cavalry Divisions and five battalions of Jägers, and numbered some 16–17,000 sabres and rifles, 86 guns and 48 machine guns.

The ten Cavalry Divisions on the Western Front were organised in four corps on the outbreak of war and disposed as follows :—

Five divisions (I. and II. Cavalry Corps) with the right wing, two divisions (IV. Cavalry Corps) with the centre, and three divisions (III. Cavalry Corps) with the left wing.

These dispositions seem open to serious criticism. Von Moltke, doubtless, placed a portion of his Cavalry on his left because he always had hopes of a double envelopment; but it is difficult to understand why he allotted two divisions to his centre, the Fifth Army, whose progress as the pivot of the wheel was bound to be very slow. The actual tasks of some of the divisions are also difficult to understand. Two

of the five divisions on the right wing (the I. Cavalry Corps) were instructed to precede the Third Army on to the line of the Meuse, across country most unsuitable for cavalry, on to a line where they must almost certainly be held up; while the three divisions allotted to the left wing were ordered to precede the Sixth Army, the left centre, over most unfavourable ground already prepared for defence.

General Von Posen, a distinguished German Cavalry leader, whose interesting work, 'German Cavalry in Belgium and France, 1914,' has now been translated into English, constantly refers to the errors in the original dispositions of the German Cavalry on the Western Front. He lays stress on the unsuitability of the *terrain* in front of the German centre and left for the employment of large cavalry masses, and considers that the tasks of the five divisions there could have been performed equally well by the divisional cavalry—(a German Infantry Division had a Cavalry regiment of three squadrons with it)—or by strong mixed detachments of all arms. In his opinion, the greater portion, if not all, of the ten divisions in the West should have accompanied the right wing, where the country was favourable, where there would probably be an open flank, and where the main issue must inevitably be decided. Events justified these criticisms, and the operations of the IV. and III. Cavalry Corps are of little interest. The country was unsuitable; the opposing armies were close to one another; they soon became interlocked, and static warfare set in very early. The two corps were scarcely employed at all and, with the exception of sending forward small reconnoitring detachments, remained in rear of the infantry until the III. Cavalry Corps was broken up on August 29, one of its divisions being sent to Russia; and the IV. Cavalry Corps was moved at the end of September to the neighbourhood of Lille. The operations of the two Cavalry Corps with the right wing are, however, of peculiar interest, and will now be studied in detail.

PART II.—THE OPERATIONS OF THE I. AND II. CAVALRY CORPS.
AUGUST, 1914.

At the outset the I. and II. Cavalry Corps were under the direct orders of the Supreme Command.

The II. Cavalry Corps (General Von der Marwitz), consisting of the 2nd, 4th and 9th Cavalry Divisions and five battalions of Jägers, detrained in the neighbourhood of Aix-la-Chapelle. It had instructions to clear the way for the First and Second Armies towards the line Antwerp—Brussels—Charleroi, and delay any Belgian, French or British troops in Belgium. It was given the further task of destroying the railways leading from Brussels, Namur and Dinant, and of surrounding Liége with the 2nd and 4th Divisions on the north and the 9th Division on the south.

The reconnaissance squadrons moved forward on August 5 and at first good progress was made; the crossings of the Meuse were forced about Lixhe (north of Liége), and the passage of the infantry facilitated. During the ensuing fortnight progress was very slow owing to the defence of Liége and the stand of the five Belgian Infantry Divisions on the line of the River Gette, so that by the evening of August 17 the Corps had only advanced some 35 miles, the 2nd Division being just north-west of Hasselt and the 4th and 9th Divisions 30 miles away to the south, close to Huy.

On this day both the First and Second Armies and the II. Cavalry Corps were placed under the orders of General Von Bülow, the commander of the Second Army. General Von Kluck, the commander of the First Army, complains bitterly in his book of this subordination, which he states paralysed his initiative. He considers that he should have been given a free hand and allotted the whole of the II. Cavalry Corps.

Von Bülow allotted the 2nd Cavalry Division to the First Army, retaining the other two divisions under his own hand.

On the following day (August 18) Von Bülow ordered the II. Cavalry Corps (less 2nd Division) due west, with orders to locate the northern flank of the French forces and search for any British forces in this area, while Von Kluck ordered the 2nd Cavalry Division to reconnoitre in front of and screen the advance of his right wing. No attempt was made to follow up or hinder the retirement of the Belgian Field Army, which retired unmolested into Antwerp.

During the next two days the II. Cavalry Corps moved westwards through Perwez and Gembloux, driving back the 5th French Cavalry Division belonging to General Sordet's Cavalry Corps, while the 2nd Cavalry Division passed north of Brussels in advance of the right wing of the First Army.

During these opening days the German Higher Command was convinced that, if the B.E.F. came to the assistance of the French and Belgians, it would disembark at either Ostend, Dunkirk, Calais or Boulogne, and probably detrain about Lille or Tournai. They were constantly reminding the commanders of the First and Second Armies to reconnoitre in this direction, with the result that all their cavalry reconnaissances in search of the B.E.F. were based on this assumption, and no attempt whatever was made to search for it in a southerly direction towards Mons or Maubeuge.

Thus on the morning of August 21, Von Bülow, who had just ordered the II. Cavalry Corps to move southwards on Charleroi, on receiving news that British forces were suspected in the neighbourhood of Lille and Tournai, ordered the 2nd Cavalry Division at once to rejoin the other two divisions and the whole Corps to move due west towards Ath. By the evening of the 22nd, all three divisions were in the neighbourhood of Ath, with instructions to move next day in a *north-westerly* direction towards Courtrai, where strong enemy cavalry had been reported, as well as detrainments, believed to be British, in the neighbourhood of Tournai and Lille.

During this day the II. Cavalry Corps had thus passed right across the front of the B.E.F. as it moved up to the Mons position; but although portions of the 9th Cavalry Division had been engaged with British Cavalry, no information had been obtained as to the whereabouts of the main British Forces.

So on August 28, the day of the battle of Mons, Von Kluck's First Army, with no cavalry in front of it except its divisional cavalry, came wheeling south against the B.E.F. in position about Mons, with very little idea of what forces were opposed to it. While, 20 miles away to the north-west, the whole of the II. Cavalry Corps were moving directly away from the battle on a mission which Von Kluck complains was only a reconnaissance and might well have been performed by a single cavalry regiment with some machine guns.

Ever since the 17th, Von Kluck had been urging Von Bülow to allot him the II. Cavalry Corps, and on the evening of August 28 his request was at last agreed to; but Von der Marwitz did not receive this order till the morning of the 24th, when his divisions were already on the move towards Courtrai. He wheeled his divisions about at once and pushed southwards with all speed, but was too late to hamper the retirement of the B.E.F. on that day. Von Kluck complains with some justice that his failure either to make the B.E.F. stand and fight or to cut off its retirement was entirely due to this lack of Cavalry.

We must now turn to the fortunes of the I. Cavalry Corps. It was composed of the Guard and 5th Cavalry Divisions and five Jäger battalions, under the command of General Baron Von Richthofen. It was under the direct orders of G.H.Q., and detrained near Bitburg, with orders to move towards the river Meuse between Namur and Givet in front of the Third Army, and discover if this line was held and what French forces were east of it. It came into contact very early with portions of General Sordet's French Cavalry

Corps, but after several days' fighting in very difficult country reached the line of the Meuse, which it found strongly held. It made an unsuccessful attempt to force a passage on August 15, and remained in the neighbourhood of Dinant till August 20, making several more attempts to force a crossing, all of which were repulsed.

On this day it was placed under the orders of Von Bülow (Second Army), who ordered it to move at once round the north of Namur and get in front of the Second Army. The country through which it had to move was very enclosed, and the roads were congested by the rear of the columns of the Second Army and by troops engaged in the siege of Namur. Its progress was thus very slow, and the horses became very exhausted.

During the battle of Mons, August 23, it was still laboriously making its way through the Second Army, and did not reach the battlefield till the afternoon of the 24th, when it claims to have captured the villages of Haulchin and Givry, positions which the British had evacuated several hours before. It billeted that night about Binche and Merbe-St.-Marie, without having hampered the retirement of the I. Corps from the Mons position in any way. Thus, during the critical fighting of August 23 and 24, not one of the five Cavalry Divisions with the German right wing armies had played any effective part whatever.

The subsequent operations of these two Cavalry Corps are of great interest, and it is hoped to discuss them on some future occasion; but the aim of the present article is only to discuss their dispositions and direction up to the moment the German First and Second Armies wheeled south and came into serious contact with the left wing of the Allies.

PART III.—COMMENTS

The poor results obtained by the German Cavalry in these opening days might produce the criticisms that either they

were hopelessly inefficient or that the days of success for large formations of Cavalry had already disappeared. Neither of these criticisms would be correct. The German Cavalry, though not of the same standard as our own, were efficient, well led and well equipped, as the single division they had on the Eastern front was proving during these very days. A study of the possibilities that lay before the ten Cavalry Divisions on the Western Front shows that there have seldom been greater opportunities. The poor results must be attributed almost entirely to misdirection by the Higher Command. The direction of his Cavalry masses is one of the most difficult problems a commander is faced with, and one will not always find the brilliant direction and skilful employment of Cavalry displayed by our commanders in Palestine; but the direction of the German Cavalry in these opening days displays errors which should never have been committed.

The Cavalry Corps were distributed along the front without due regard to the country they were to operate over or the tasks expected of them. The Higher Command made up its mind where the B.E.F. would be found, and left large areas of country completely unreconnoitred. The Corps were constantly being transferred from one higher formation to another, thus getting no constant direction and no proper periods of rest. In a French account of the operations of General Sordet's Cavalry Corps ('La Cavalerie d'Aile gauche à la Marne,' Hethay), we find the same errors being committed and the author justly complaining that 'Bodies of Cavalry, if constantly transferred from one higher formation to another, get no rest; each formation naturally wishes to make the most of the cavalry allotted to it, considers it as fresh and fit on arrival and wishes to use it at once. Hence cavalry employed like this gets no periods of rest and soon becomes used up.'

The II. Cavalry Corps was transferred from G.H.Q. to the Second Army on August 17; one division was allotted to the

First Army and the other two sent due west. Four days later these two divisions were wheeled south in the morning towards Charleroi, and at midday ordered to wheel about and march north-west towards the Scheldt, and the division with the First Army told to rejoin them. On August 24, while on the move north-west towards Courtrai, they were subordinated to the First Army, who ordered them to wheel about at once and move south on Tournai.

The I. Cavalry Corps received much the same treatment. Transferred on August 20 from G.H.Q. to the Second Army, it spent the next four days in long, weary marches along difficult and congested roads, making its way to the front of the Army.

By the evening of August 24 both Corps required a rest, and diaries of officers in both Corps speak of the complete exhaustion of their men and horses at the moment when the pursuit of the Fifth French Army and the B.E.F. should have been carried on with the utmost vigour.

The German plan of campaign has been described as strategically unsound because its scope was too wide for the forces available. This criticism seems open to question. Von Moltke had nine more divisions available than his predecessor Von Schlieffen, the originator of the plan. He placed seven of these on his left wing and only two on his right. If he had reversed this allotment and grouped his three right wing armies under one commander, allotting him the bulk of the available cavalry, the results of the battle on this wing must have been very different. A possible allotment of the Cavalry would have been : Two corps, each of two divisions, to precede the advance of the First and Second Armies, drive in the hostile covering screens and locate what lay behind them, each corps being under the commander of the Army it was preceding; two corps (four divisions) on the extreme right of the whole line under the orders of the commander of the right wing group, and the remaining corps

of two divisions in G.H.Q. reserve, ready to meet any unexpected developments.

A fairer criticism of the German plan would, therefore, be that the task of the right wing was too great for the forces actually allotted to it, and that the plan was unsound not for lack of sufficient troops, but because of the faulty way in which they, particularly the Cavalry, were disposed.

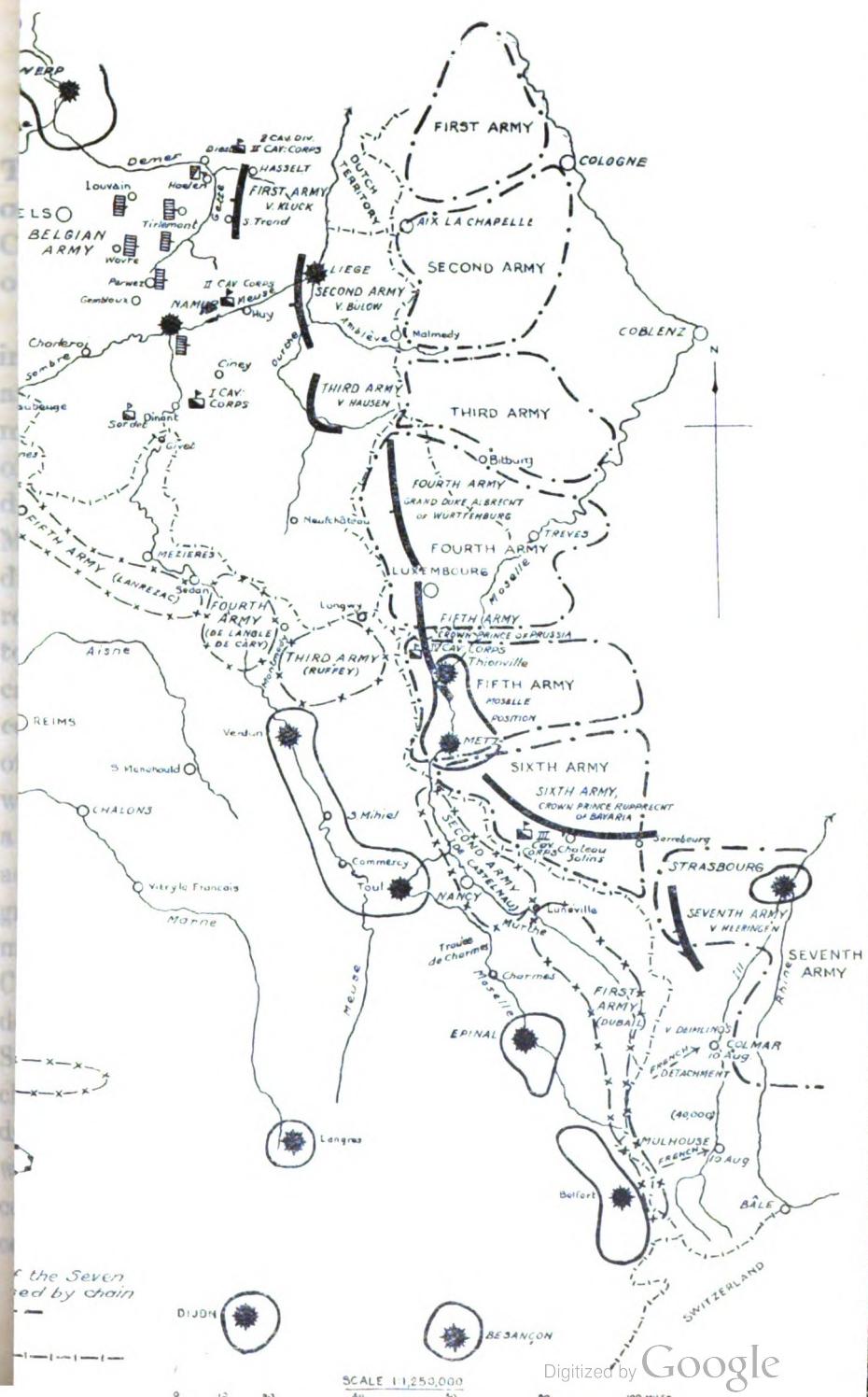
With regard to the actual composition of a German Cavalry Corps, the German Cavalry was, as we have seen, so misdirected in these early days that it had very little chance of effective intervention. We can, therefore, gain very few lessons from this period that will help us to decide the composition of our mobile forces in the future. The Jäger battalions accompanying the corps were hardly employed at all, except when those with the I. Cavalry Corps failed to force the crossings of the Meuse, where their task was a particularly difficult one.

The dismounted attack of the II. Cavalry Corps at Le Cateau and the skilful rearguard actions fought by both the I. and II. Cavalry Corps during the battle of the Marne, were to prove later what an extremely valuable asset these Jäger battalions were. It is noticeable, however, that even in these early days their addition to the column does not appear to have delayed its progress to any serious degree, not a word to this effect being found in either official or private diaries of the German Cavalry during this period.

If we reflect, then, on the possibilities that lay before the large forces of cavalry Germany possessed at the opening of the last great war, we can visualise the advantages that any nation will possess which can at the outset of the next one put into the field mobile forces composed of cavalry, mechanised artillery, infantry in lorries, armoured cars and tanks, such as the 'light divisions' the French are now contemplating. But the lessons of the period we have been discussing show us plainly that it is to the direction of these forces, as well as their composition, that our studies must be applied.

THE CONCENTRATION OF THE ARMIES.

GERMAN & BELGIAN ARMIES ON THE EVENING OF MONDAY, 17 AUGUST;
FRENCH ARMY ON 14 AUGUST;
B.E.F. BEGINNING CONCENTRATION, 14 AUGUST.



A SIDELIGHT ON THE INDIAN MUTINY

THE letter given below was written by the native adjutant of the 3rd Irregular Cavalry to his late Commanding Officer, Colonel Thomas Tait, who was at home in England on the outbreak of the Mutiny.

The 3rd Regiment of Irregular Horse was raised at Bareilly in 1815 by Captain H. Roberts, of the 5th Light Cavalry, and was chiefly composed of 'Rohillas,' a very fine race of men descended from the Afghans who settled in the province of Rohilkund after conquering it. He and his regiment distinguished themselves often during the Pindaree and Mahratta wars in 1817-18 and 19. Captain Roberts was directed to enlist 2,000 men; these were divided into two regiments. He retained one himself, and the other was given to Captain George Cunningham, another excellent officer, a capital judge of horses, and a celebrated rider. These two corps were originally designated the 1st and 2nd regiments of Rohilla Cavalry. Major Roberts, on going to England, was succeeded by his second in command, Lieutenant Blair, a good colloquial scholar and, from his very fine temper, admirably suited to command natives. Captain Blair gained great credit, some years after he obtained command, by marching his regiment the whole distance from Bareilly to Cachar, beyond Bengal (without losing any of his men by desertion), to serve against the Burmese under Major-General Shuldharn. This corps, of which the designation had been changed to the 3rd Irregular Cavalry, also distinguished itself during the second Cabul Campaign under Captain Tait, who assumed command in 1840. This officer retained the command until 1851, when he returned to England on medical certificate, having served continuously in India for twenty-five

years without leaving the country. During his command the regiment was universally known as 'Tait's Horse.' He was wounded at the head of his regiment during the Afghan War of 1842, and he also led them with distinction throughout the first and second Sikh Wars. When Colonel Tait returned to England, in 1851, he handed over command of the regiment to Captain Mayne.

Persian Letter from Soobhan Khan, Woordie Major or Native Adjutant, 3rd Irregular Cavalry, Bengal Establishment.

Translated March 8, 1858, by Captain Mackenzie.

To Colonel T. F. Tait, C.B., late Commandant, 3rd Irregular Cavalry.

(Words in brackets are explanations in Colonel Tait's writing.)

After compliments, the petition of Soobhan Khan, Woordie Major [Native Adjutant], 3rd Irregular Cavalry, to Colonel Tait Sahib Bahadur, dated from the cantonment and district of Saugur, January 1, 1858.

The letter of your enlightened Excellency came to Captain Mayne, and the questions which your extreme benevolence and goodwill prompted you to make concerning us, pleased us greatly, and caused our heads to be exalted, because you were pleased to cast the glance of your favour on such worthless persons.

Oh, my Lord, the state of things is this, that your Excellency's regiment, that is the 3rd I.C., was in the cantonment of Sagur when reports of mutiny and treachery spread throughout Hindostan, and certain evil rumours were disseminated in the 'Jansin-ke-Paltan' [Regiment], 42nd N.I. At that period the [3rd Irregular Cavalry] Corps was all right and obeyed the Sahib Bahadur [Commanding Officer], and one day they imprisoned four Sipahis [native infantry soldiers] of the 42nd N.I.; the order was given for only fifty sowars [troopers of irregular cavalry] to mount, but the whole regiment turned out and assisted the Sahibs.

They were thus the cause of the safety of the Sahibs, and the Artillery guns. And the Brigadier Sahib began to cause all the Sahibs to go into the fort, and they and the ladies and children went thither; but our Commanding Officer, Captain Mayne, stayed with us in cantonments. Then the report spread amongst the infantry corps that the European Officers had fled into the fort and thus deserted their soldiers. The guns were still with us. Some days after, on the 17th day of June, an order was given for the regiment to get ready. There was, however, no order given to the infantry corps. This led me to suppose that the 3rd Irregulars and the guns would be sent to do battle somewhere. Then the guns were taken straight into the fort; we then returned to our place. Upon this the ill-feeling of the infantry increased. There was also to a certain extent a commencement of ill-feeling in the rissalah [Irregular Cavalry] because the artillery and Sahibs had gone into the fort, miles distant from cantonments, and left us all alone; no one,



G.H. Shaw

Digitized by Google

however, mentioned the subject before me. Then the artillery began to conspire, and some of the sowars conspired with them. I reported all this to my Commanding Officer and recommended the separation of the 3rd I.C. from the ill-disposed infantry. The Captain Sahib was of my opinion also, and mentioned the matter to the Brigadier, who would not listen to him.

On the 1st July a few sowars said : 'We have heretofore saved the Sirkar [The Honble. East India Company], but we will do so no longer. Give us then our pay and 6 rupees Chunda money [Regimental remount fund].'

I remonstrated and reasoned with them and, when I perceived that they were determined not to listen to what I said, I told them that I would make a representation to the Sahib and get their names struck off.

I then stated to Captain Mayne that there was an evident change in the disposition of the rissalah, and that he had better retire to the fort, which he accordingly did.

On that very day the 42nd N.I. turned bad and seized the sadar bazaar [general cantonment market], and during the night one nakariki [kettle-drummer] and twenty sowars deserted to the lines of the 42nd N.I. One company of the 42nd came accoutréed up to our lines and took the aforesaid mutinier sowars away with them during the night. After this two sipahis came armed with muskets to me, and said that Sheikh Ramzan Subadar [native infantry captain] had ordered that, as treasure was coming from Dumoh, it was to be hindered from reaching the fort, and that I was to send fifty sowars and fetch it. 'Sheikh Ramzan is our Colonel and General,' said they; then I said to them, 'Go and tell him that he has done what seemed fit to him, and I also will act as I think best. Why should I send sowars because he tells me to do so ?'

I instantly reported all this to the C.O., and in the morning paraded all the sowars, and taking from them an oath and a promise, caused them to seal with their seals [supposed to be a binding way of making a promise], and I said, 'Let him who chooses serve, but let the man to whom the service is displeasing take his certificate and be off.' They all replied that they desired to continue in the service, and of their own accord affixed their seals. Then I said, 'It is very shameful that the Captain Sahib should have been obliged to go into the fort. If you will it, we will summon him hither.' Then they all willingly said, 'Good, let him be sent for.'

Nevertheless, I did not send for the Sahib Bahadur, and I again reported that it was dangerous to permit the 3rd I.C. to remain in company with the infantry, because the mutinier sowars would conspire with the infantry, and be the means of seducing others of their comrades. The Captain Sahib again tried to persuade the Brigadier, who however would not attend to his recommendations; and in that day, at two o'clock, the Brigadier gave an order to the effect that, as the Sadar Bazaar was the common property of the three corps, one alone had no right to hold it. He, therefore, directed us to open the bazaar and to fight and slay anyone who might oppose us. When I heard this order, I told the Captain that I thought this measure would ruin the Rissalah, because I felt convinced the Corps would not fight one against the other. I was certain that this order would prove fatal to the regiment. I asked the Captain to speak once more to the Brigadier. He

did so, but the Brigadier would not listen to him. The Brigadier said he had but one order to give.

We, being bound to obey, mounted our horses, and I ordered my sowars to do the same. Then officers and men to the number of . . . [not readable, in figures in original and all blotted] went with me. Some sowars did not mount. I, however, went on with those who were with me to the Sadar Bazaar, where there was a sentry of the 42nd standing. When he saw us, he ran away, and the Sadar Bazaar was cleaned out. Then we came to the bungalows [the European Officers' houses], and searched for Sheikh Ramzan, who was the chief of the rebels. The aforesaid Subadar perceived us and ran away, upon which the whole of the 42nd N.I. got under arms, and I came on to their parade again. Then the sowars, who had not mounted when I did, took to horse and joined the 42nd N.I.

It was then my intention to have fought them, but when I perceived that the enemy had two infantry corps and a great number of my own sowars, whilst I only had . . . [here blotted again] sowars with me, I did not deem it prudent to engage them, and proceeded to the fort, where a place was allotted to us and where we alighted.

Then the Sahib Bahadur [Commanding Officer] at 8 at night gave us an order, saying, 'There are Sahib log [English Officers] and treasure in Dumoh. Go and save them.' Thereupon we made ready to go to Dumoh [a fort 20 miles from Saugur]. When this news became known, nine more of our men, hearing that the road to Dumoh was beset, deserted us, but I went to Dumoh by another road, and, on enquiry, learnt that the Sahib log had departed from thence, and that two companies of the 42nd N.I. had seized the treasure and stationed themselves in Dumoh fort.

I obtained information with reference to the Sahibs, but did not find them themselves. Then we returned to Saugur. The next day we received orders to proceed to Malthon. There were there 125 sowars of my regiment, with two guns and some companies; accordingly, we, your servants, started for Malthon. When we had gone 2 coss [5 miles] from Saugur, two sowars came galloping after us, and told us that a fight was about to take place between the two infantry regiments, and that it was the Brigadier's order that we should go and help the Broon-ki-paltan, the 31st N.I. Then we, your servants, returned.

The cause of the disturbance between the two regiments was this, that one of our mutineer sowars had gone to cut grass in the compound of the Major of the 31st, where a sepahi of the 31st was sentry. The sepahi forbade the sowar to cut grass, whereupon a dispute arose between them. The sowar discharged his pistol at the sepahi and missed him; then the sepahi discharged his musket at the sowar, who was struck by the bullet and died. The sowars and the 42nd regiment N.I. learned this, and they called on the 31st N.I. to give up the slayer. The 31st refused to give him up, whereupon both sides prepared for fight. But when we returned, we found that a reconciliation had taken place. After a short lapse of time we came to the 31st N.I., and found that they had taken off their accoutrements. The 42nd was still ready, and when we arrived the mutinous sowars said: 'Now that our Sirdars [leaders of Irregular Cavalry] have come, we will most certainly fight with them'; and they said to the 31st, 'We don't wish to fight with

you, but let us attack the Sirdars of the Rissalah.' Then the 31st replied, 'The Officers of the Cavalry have come to aid us; if you fight with them you must fight with us also, and we will assist them.' Then they again got ready for battle, and a battle began.

They had one cannon and we had none at all. We asked the Brigadier to help us with guns, but he gave us neither guns, nor assistance of any kind. We fought from the second 'huhr' of the day [12 noon] till the fourth 'huhr' of the night [6 a.m.], and by the fortune of the Sirkar, those people ate defeat in the morning and fled.

The victory was on the Sirkar's side. We took their gun and one standard of the 42nd. We spiked the gun with an iron peg, and that flag which the Hindoos and Musulmans had made, and under which they had assembled, we captured, and sent both flag and standard to the Brigadier. The 31st also captured a regimental colour of the 42nd N.I., and it appears to me that if the guns had not been ordered into the fort, and if we had not been ordered to fight in the bazaar, your Excellency's regiment would not have become disaffected.

The following Sirdars [native officers] are with the Corps : Raham Khan Resaldar; Abdul Soobhan Khan [the writer of this letter]; Moohammed Akbar, Resaldar; Ahanal Khan, Resaldar; Saheb Zaman Khan, Naib Resaldar; Dad Shere Khan, Jemadar; Meer Zoofikar Ali, Naib Resaldar, together with Kote Duffadars, Duffadars, Trumpeters, Nakarikis and Sowars. Total present in Saugur, 133 men.

Nine men are with Sleeman Sahib in Jubbulpore.

The undermentioned Sirdars are on leave. [Here follows a list of names.—
Ed.]

Some of the leave men are serving in the Zillahs [district of Rohilkund]. The Farakabad and Bareilly men have gone to their homes; they cannot return because the Nawabs of both places have rebelled. We know nothing further respecting the men on leave. Up to the present time no troops have been sent to help us, and we are day and night after the Boondelas.

All the Officers and Soldiers salute you. May the Sun of your prosperity and fortune continue to shine.

True translation.

(Signed) C. T. MACKENZIE,
late 28th Bengal N.I., and Captain, Turkish Contingent,
H.B.M. Consul in Northern Persia.

The above letter, which speaks for itself, was found amongst an old collection of family papers. As this collection contains a number of interesting letters describing the actions of the 3rd Irregular Cavalry during the Sikh and Afghan Wars, the Managing Editor will be glad to correspond with any reader of the CAVALRY JOURNAL who may come across information about the above regiment. They were apparently disbanded after the Mutiny.

THE TIERCEL

By MAJOR ARDEN BEAMAN, D.S.O.

WHEN Prince Victor Albert Emmanuel Maria's Own Royal Loyal Light Cavalry (Jorrocks's Horse, F.F.) decided to win the Lahore Christmas Cup, they embarked on a very desperate enterprise indeed, for Dera Ismail Khan is a small station and generally dispersed, and could not, when the Mountain Battery was away—which it usually was, on business or in Practice Camp—put up any sort of a team for Jorrocks's Horse (F.F.) to sharpen their claws on. This optimistic decision was made at the beginning of the cold weather, while the smoke curled up from the first wood fire and we talked among ourselves earnestly amid the tobacco haze and the litter of deserted card tables. And in the end it was Dickie's ingenuous enthusiasm that carried the thing.

'If we practise like blazes among ourselves,' he shouted lustily from his perch on the fender rail, 'we'll lift the bally Cup all right !'

And since in the uplifting after-glow of a famous '59 vintage, commingled with the first winter freshness, all things seemed possible, the die was irretrievably cast. Thereafter, with no backward glances, we set to work.

The cold weather, that glorious northern winter, with just enough fizz and sparkle to it to give bed and fires a proper value, having set in, regimental work did not start till 9 o'clock. Each morning we arose in the dawn, arrayed ourselves in sweaters and khaki jodhpores, and, blowing on numbed fingers, cantered off to the polo ground, off which the grey mists drifted wispily, transforming, it seemed, the fantastic mud-

huddle of the native town into a sort of Grimm's-Fairy-Tale city, floating mysteriously in mid-air. The dewy turf, just touched with frost, glittered like a sheet of inimitable jewelry. On the margin, upright alongside blankets spread out with rows and rows of sticks, orderlies awaited; and through the morning's veil there loomed a shadowy string of ponies, bestridden by humped and blanketed spectres, circulating round the track that skirted the arena. And then the business began—those practices of ours at match-speed against a phantom opponent. Ginger Willett at back, a great mountain of a man and full of volcanic fire, hit out from behind, a ringing sledge-hammer smack, wide and long and true, to Jerry Jourdan lurking for it at 2, who swooped, and was off up the ground like a streak, while Ginger thundered in the wake of his shot, and I, at 3, wheeled in to fend the goal till such time as he revolved; what time No. 1 raced like mad against the enemy's back—no phantom this time, but the solid bulk of Jumbo Capel, whose handicap stood at nine before he lost his polo arm in that charge against the Senussi, and who still turned out morning and evening to coach the team. It is said that the No. 1 who can even now ride Jumbo off the line of the ball is worth his place in any team. And concerning this same place of No. 1, there was a great rivalry—for the filling thereof lay pretty evenly between my subaltern, Dickie Harland, and Jumbo's subaltern, Tim Landon. All the keener was the rivalry because these two were inseparable, even as Damon and Pythias, and therefore—their tastes being identical in every respect—each desired ardently to make his light so shine upon the tourney field of Lahore that he seem an estimable knight in the eyes of a certain beautiful little lady who had somewhat extensively trifled with their affections during summer leave in Kashmir.

The selection was not easy. Although Tim was lighter, quicker on the ball, surer with his stick, freakishly brilliant, even, at moments, Dickie was on all occasions a strong-riding,

solid, hard worker—which, as everybody knows, is a grateful and comforting ingredient in the recipe of a team. Yet there were differing opinions; and meanwhile both boys chucked drinking and smoking, drank one glass of the famous '59 only—on Guest Nights—to the King, and turned quickly aside from the alluring sweatmeats that old Budhoo, the mess khansama, confectioned for their especial satisfaction. At morning practice they took it in turns to play No. 1; the odd man out supporting Jumbo as Phantom Enemy, and riding in to meet Ginger's smashing drives from behind.

Great mornings those, thought Dickie, tearing down the ground in order, ponies at full stretch, twisting, turning, bending to lightest touch of leg and rein, or pulling up sheer on haunches, hocks under, compressed like springs of living steel; then round and off again like arrows, while the ball clicked, and orders were shouted, and the steam from the red nostrils mingled thickly with the rising mist. Thus and thus, like players of the war-game, we worked out every situation that could arise on the Day, and followed it through in all its combinations and permutations at lightning speed. In the evenings, too, there was slower work down at riding school—flexing, passing, scientific halting and turning, changing true, and so on—all those bed-rock things without which the flash and brilliance of the tournament could not be.

Poignant, however, was the final choice of No. 1; and this, falling by vote of a select committee on Dickie, that warm-hearted youth's face fell at the discomfiture of Tim, his friend, who grinned nobly, and smote Dickie across the shoulders with loud sounds of congratulation, till, looking on, you would have thought the choice had fallen the other way.

And when at long and long last there came the frabjous day when Dickie and I were to go on ahead to make all things ready, and we were even climbing into the stick-and-saddle-piled tonga that should take us to the rail at Darya Khan, the Adjutant cantered up with a mile-long face.

'The polo's off,' he said with a calmness that did not hide his bitter grief. 'The stinking Mahsuds have carried off a *bania* from Aluwara, and Government have summoned *jirgah* at Tank forthwith.' He handed me a nasty-looking telegram. 'And your squadron's got to go as escort, Ken.'

Acute melancholia descended on the mess. Dickie's reason, in particular, appeared in jeopardy, and amid the abysmal gloom old Jumbo arose and offered to take his squadron instead: which proposal was warmly seconded by Tim, his subaltern, though for Tim that would mean no sitting, changed, as fifth man, in the 'player's enclosure,' praying with fervour that one of us might break our necks; no whispering with the voice of Authority into a lovely ear exactly how the game *should* be played. But the Colonel, who *was* a Colonel, said quite simply that work was work and leave was leave, and the two couldn't be juggled: and then, to show that it was ended, he picked up the *Pioneer* and started reading exactly how it was that the rupee had dropped to $1\frac{1}{2}$. Although he had one boy at school, and another just going, we all knew he would gladly have given a month's pay to see us playing in that tournament; but as I began to write out the wire that should cancel our entry, Dickie's hand descended heavily on my shoulder.

'For God's sake don't send it yet, Major,' he muttered huskily, 'we've still four days—and something *may* turn up!'

That day, above and beyond the shattered polo dream, was a day of grieving. One hundred and fifty-seven bearded warriors regretted their looked-forward-to 'Kishmish leave,' but were too great gentlemen to mention it. In the pillaged mud hovel where Ram Naryain Shylock had had his being, two naked brats clung to a terrified woman, who rocked and moaned—crying to the painted god above the hearth that he give her back the father of her babes. And the simple citizens of Aluwara, regarding the abduction of their *bania* as well worth the few casualties incurred by the raiders' heralding

volley, grieved to hear that troops were moving—and shook their heads over yet another instance of the Sirkar's proverbial madness in making such a to-do about a low-caste *bania*. For with us, you see, when the bank goes *phut*, it means selling your best pony to pay up the overdraft—therefore a bank smash is a thing to be prayed against like the pestilence. But with Aluwara, and suchlike communities, the case is different. There, the *bania* holds them in the hollow of his hand, and, moreover, squeezes: hence the melodramatic disappearance of the oppressor was regarded with no excess of sentiment by his fellow-citizens, who were already disputing the proper division of his lands and hereditaments when news came that the meddlesome Sirkar had summoned *jirgah*.

That forty-three mile trek out to Tank at the head of the squadron was not remarkable for its hilarity.

'All on account of a greasy, skin-flinting *bania*,' groaned Dickie for the hundredth time, thinking of what we had missed—that wild, harum-scarum tonga drive over the Bridge of Boats and along the sandy, rush-strewn track, bells jingling, horn twanging, lathering ponies racing like mad from changing stage to stage. Then the long train, filling up all the way from Peshawar and Pindi, Multan and Sialkote, with the men we knew—right fellows, with bundles of polo sticks, with shiny hog-spears, with dear and mellow gun-cases, with dogs of known and unknown breeds, and with chaff and man-talk when friend met friend at meals or visiting from carriage to carriage along the long platforms. And then there would be but what was the use of thinking about it!

Dickie's mournful sigh was lost in a sudden rush and swirl above our heads; and, looking up, we beheld a tiercel, a splendid male peregrine, swoop down on a *telausr*, and bear it fluttering to the earth at our horses' feet.

'By gad, Dickie,' I exclaimed, regarding its rich trappings with some surprise, 'this is no ordinary bird!'

It certainly was not. The hood was red-plumed and

tasselled with gold; little gold bells were bound to its legs by leather strips, richly embroidered with silk and thread of gold; and gold, too, were the varvels, the leg-rings, whereon the owner's name is engraved; and the sheen of its mail was splendid in the setting sun. Obviously a rare and much-prized bird.

We looked around. Excepting the squadron, there was nowhere a soul in sight.

'H'm, naughty birdie—broken bounds, eh?' said Dickie, slipping the hood over its eyes—he had done a bit of hawking with Jemadar Muhammed Nawaz in the spring—'Suppose we'd better look after it till the owner turns up, what?'

That evening in the Fort, while Dickie was regaling our captive on a nauseating repast of raw teal, we made a discovery which caused Dickie to let forth a yell that brought the guard clattering out—for on deciphering with difficulty the name on the varvels, we found it to be a very considerable name indeed—the name, no less, than of Mir Ali Shah, Khan of Gulbaz, the craftiest old villain in all the Borderland, *and*—here was the point—chief of the sub-clan whose young men had carried off the *bania* of Aluwara!

We eyed each other for a moment in silent ecstasy, and then Dickie gurgled, 'We'll win that polo pot yet!' Whereafter we fell into each other's arms and jazzed joyously around the dreary mud-walled room.

By means that are simple in the East it was soon made known in Gulbaz that the Cavalry Sahibs had as their guest a certain very remarkable bird: and starting from twenty minutes after dawn we were honoured by a succession—in ascending scale of rank—of singular visitors, who breathed suggestions in our ears that would have made a burglar blush, each protesting that the tiercel was his very own and peculiar property. But with all these, Dickie—to whom I had entrusted the handling of this indelicate matter—had a short, sharp way. 'It may be,' he said, 'that such a bird

is here—and again, it may not. But—' he drew himself up haughtily—' the Sahiblog do not talk with child-killers and *bania*-stealers.' And pointing to the door, he commanded briefly and emphatically, ' Go ! '

As we had counted, there came anon, with shawl drawn closely over face, a burly figure, well-attended, imperiously demanding audience. Him we kept waiting an hour and sixteen minutes while we dallied over stables, looking narrowly into the work of a new farrier; and then, while he squatted cross-legged, and the red fringe wagged on his square, Haroun-like face, we listened with polite and weary attention to what he had to say. It seemed that his little son was heartbroken at the loss of a favourite falcon. The bird, he explained many times, was of no value, no value whatever—but that, because the child grieved, he was willing to give a reasonable reward for its recovery. At this Dickie's face fell, and he weakened; so that I took a hand, drawing a bow at a vulture.

' There is One that I know of,' I said—and I alluded in round-about Oriental fashion to a Great Potentate whose name is not lightly spoken on the Border—to whom it is my belief this bird belongs. And that being so I began the ceremonious formula of dismissal.

The shot went home. The effect was magical. The Khan's heavy sensual face became convulsed with fury; which, suppressed with visible effort, gave place to an oily smile.

' The Sahib knows much,' he said, ' and perhaps it were better to be plain. The bird is indeed mine, but it is promised to Him whose name we do not name : who, as the Sahib knows, would ever give his loveliest dancing girl for a true-flying peregrine. But—' he leered cunningly, as who should say, ' Checkmate '—' there is no means by which the Sahib can get the bird—or its price—through the Passes—so it were best deal with me.'

While he spoke in rugged Pushtu my brain was working.

Money could be no object to the old ruffian, who was as rich as Croesus. Why, then, was the bird promised to Him? What was the game? In a flash it came to me—that paragraph in the last monthly Intelligence Summary, to the effect that the Great Potentate aforesaid, displeased in the matter of certain throats cut and rifles looted from an outpost of his, had threatened the Khan of Gulbaz with reprisal—and Orientals know the meaning of that word—if full reparation were not made. So that was it! Clear as daylight. The reparation was nothing more or less than our hostage, elegantly toying with the vitals of a rat in Dickie's bathroom. Allah be praised, what luck! We had the old blackguard cold!

‘Khan Sahib,’ I said, struggling to put proper solemnity into my voice, ‘we British are, as you know, a mad people—and for the moment we are concerned above all else with the safety of a certain low-caste *bania*.’

The Khan’s face lightened.

‘*Aiye*,’ he bellowed heartily, ‘that was but a jest on the part of my young men. Ye shall have him back—whole, and without ransom.’

‘And the *Lat Sahib*,’ I continued coldly, ‘whom even now I hear arriving, will, as you are aware, impose a fine upon your clan for this transgression. But your *jirgahs* are long affairs, and wearisome—to those who would be playing the *polo-khel* at Lahore.’

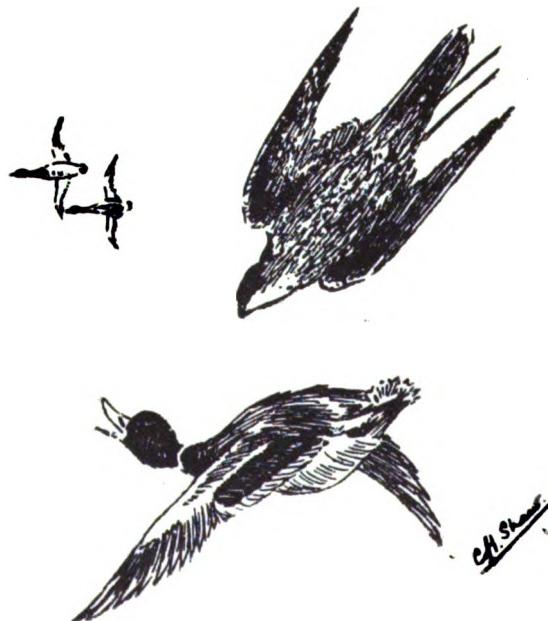
A twinkle appeared in the Khan’s eyes, for though a thorough-paced scoundrel, he was reputed a notable sportsman in his youth.

‘Therefore,’ I concluded, ‘if, when the *Lat Sahib* lays his order upon you to-morrow, you render up the *bania* unharmed—and agree to the fine in full—in full, mind you—before midday—then, I say, the bird is yours.’

That night we dined with the Very Great Person whose canvas pavilion had sprung up like magic on the maidan over against the Jandola brook; and over his port, a deep, dark,

rich, fruity, generous, glowing wine of the riper sort, I confessed how the matter lay. During one terrible moment we feared for the action of his heart; then the eyes returned to their sockets, and he spoke again in the measured tones of Authority. It was, it seemed, a case unprecedented in the annals of the Frontier—where no *jirgah* had ever been known to arrive at settlement under nine days—and therefore, most irregular: and he felt constrained to add—this with a stern glance at me—that it was outside the province of soldiers to meddle in Politics. But while I murmured my penitence his eye fell on Dickie's crestfallen face, and there came, maybe, to his mind magic memories of his own youth; for when he passed the port again, there hovered around the corners of his mouth a most ungubernatorial grin.

‘ You young rascals,’ he chuckled, raising his glass, ‘ I wish you success at Lahore ! ’



THE DECISIVE BATTLES OF ALEXANDER THE GREAT

By COLONEL J. F. C. FULLER, D.S.O.

As the world grows older, the exploits of Alexander, in many ways, appear to grow younger, and this I think is due to the fact that the force of his genius was not so well realised in the past as it is to-day. Of great battles, he fought only four, and in each of these the decisive stroke was delivered by the Cavalry arm. To-day, Cavalry, on account of the enormous projectile power possessed by Infantry and Artillery, cannot be used as he used them, and the result is that battles are indecisive and prolonged. I believe that, until Cavalry can regain this power, this state will continue; and I further believe that it can be regained if Cavalry, retaining their spirit, will exchange their horses for armoured machines. I think, therefore, that, bearing this possibility in view, the following analysis of the four decisive battles fought and won by Alexander may be of interest to the readers of the CAVALRY JOURNAL.

I. THE BATTLE OF THE GRANICUS.

1. Alexander's Plan of Battle at the Granicus.

The river Granicus rises in Mount Ida and falls into the Propontis (Sea of Marmora) near the town of Priapus. As Alexander approached it from Lampsacus, he sent ahead 1,000 cavalry and some 500 light troops as an advanced guard. These reported that the Persians had taken up a position on the right bank of the river.

Parmenio advised Alexander not to attack, because the river, though fordable, formed a difficult obstacle. Alexander refused to listen to this advice, for he saw that the enemy's order of battle was a faulty one.

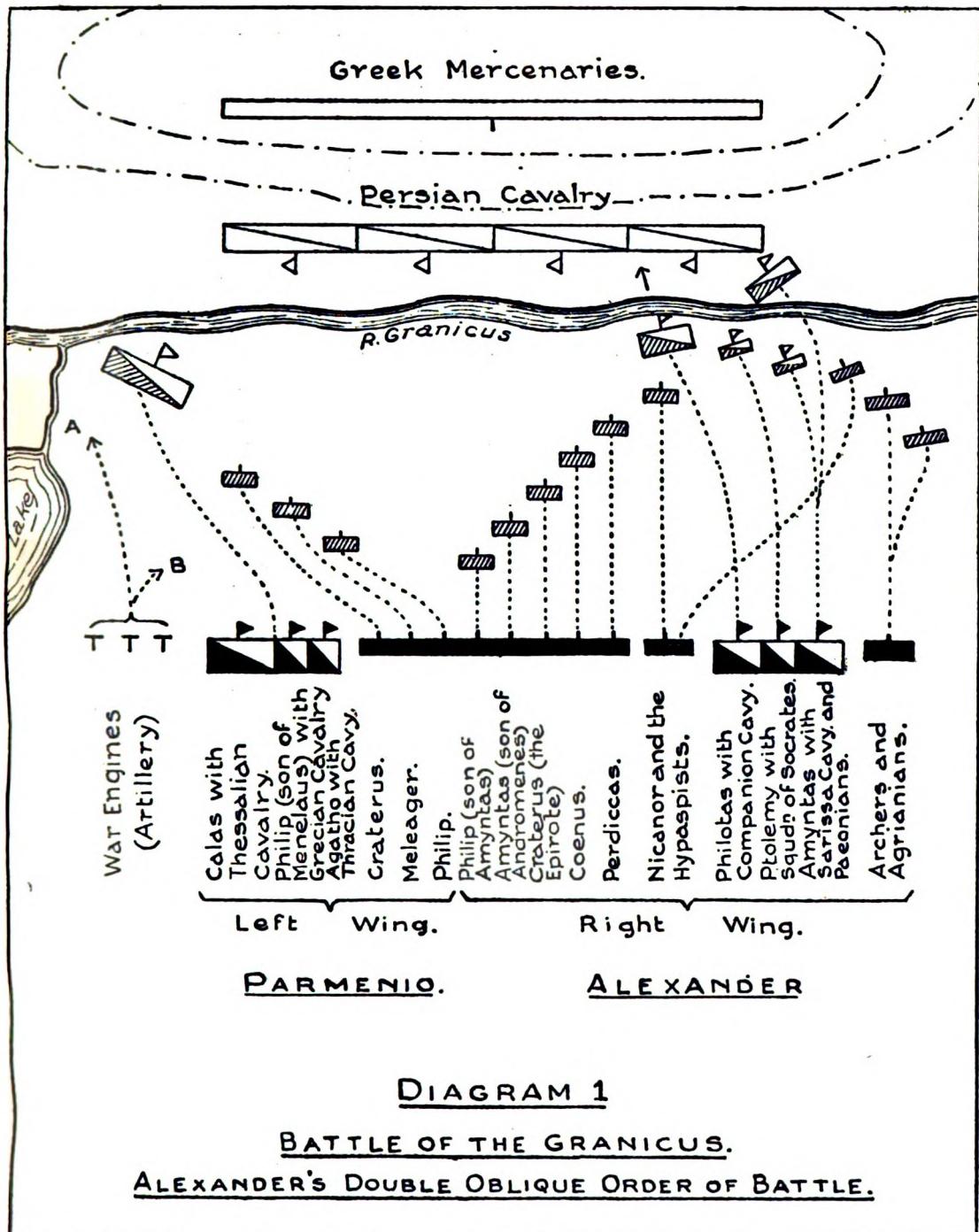
The Persian Army consisted of about 20,000 cavalry under the joint command of Spithridates and Arsites and 20,000 Greek mercenaries under Memnon. Memnon, who was an exceptionally able general, suggested a retirement and that the country should be laid waste and an army landed in Macedonia to attack Alexander's base. Such action he considered would force Alexander to retire. This excellent advice was rejected by Darius, and instead the Persian Cavalry were drawn up in line along the right bank of the Granicus with the whole of Memnon's infantry in rear of them.

This was a most faulty order of battle, for visibly the cavalry should have been in rear or on the flanks of the Greeks. Memnon might then have been able to dislocate Alexander's attack, after which the Persian Cavalry, who were excellent horsemen, could have charged home. Spithridates and Arsites had, as we see, no idea of the meaning of economy of force.

It was undoubtedly because of this error that Alexander determined on an immediate attack. He deployed his phalanx, drawing up his cavalry on its flanks. His order of battles, as described by Arrian, is given in diagram 1.* He divided his army into two wings, the right, or offensive, wing being under his own command.

His plan, so far as it can be discovered from the classical writers, was to execute a double oblique order of attack. The right wing was to advance in front of the left wing and take the left of the Persian line in enfilade. Then, as soon

* In Arrian's account, see 'Anabasis,' I., xiv., the phalanx is organised in eight divisions. Probably there were only six, as six was the normal number used by Alexander.



as this was in progress, the left was to carry out a similar operation against the Persian right. Though this would lead to a separation of the two wings, it would not weaken the entire front, because the inner flank of each wing, composed of heavy infantry, would be refused, and consequently well-placed to withstand the Persian Cavalry should it advance between the two wings. Further, these heavy infantry inner flanks would form the stable bases of the cavalry on their outer flanks.

The advance of the right flank was organised as follows : Amyntas, with the Sarissa armed Cavalry, was to make the first rush into the river and charge the extreme left of the Persian Cavalry. He was to be followed by Ptolemy with the squadron of Socrates, behind which were to advance the Pæonians and one regiment of Nicanor's hypaspists. Under cover of this attack, Alexander intended to lead forward the Companion Cavalry and break the left centre of the Persian line, his left resting on the phalanx, which was to advance in *échelon*.

As the right was moving forward, Parmenio with the left wing, under cover of the artillery, was to advance against the Persian right; this, again, demanded an oblique order of attack.

2. *The Battle of the Granicus.*

Briefly, the battle was as follows :—

The Cavalry of Amyntas and Ptolemy were the first to reach the river. They were met by a terrible discharge of darts thrown from the opposite and higher bank and, after a severe engagement, were driven back. Alexander was now approaching. ‘He made his first assault upon the Persians at the place where the whole mass of their horse and the leaders themselves were posted.’ In other words, the centre of the Persian left flank—the decisive point. ‘Though they fought on horseback, it seemed more like an infantry than a

cavalry battle. . . . At last Alexander's men began to gain the advantage, both through their superior strength and military discipline, and because they fought with spears whose shafts were made of cornel-wood, whereas the Persians used only darts.*

Little by little, the Persians were pushed back and received 'much damage from the light-armed troops who were mingled with the cavalry.' Then their left centre broke, whereupon their wings dispersed in flight.

Alexander did not pursue them far, 'but turned aside to attack the Greek mercenaries, the main body of whom was still standing where it was posted at first. . . . Leading the phalanx against these, and ordering the cavalry to fall upon them from all sides, he soon completely surrounded them and cut them up. . . .'†

According to Diodorus, the Persians lost 12,000 men killed and 20,000 were made prisoners.‡ Alexander apparently lost less than 150 killed, though this figure is probably an understatement.

This battle was purely a Cavalry action. Its major tactics I have already outlined, so I will now examine its minor tactics, for they show a great advance on anything up to this date accomplished in the art of war.

3. The Preparatory Attack.

The first point we notice is that the tactics of the entire army spring from its organisation. Without organisation and the maintenance of organisation, tactics cannot flourish as a high art. This points to the immense importance of entering a war with an organisation which, though it may not be fool-proof, is in any case superior to that of the enemy. If it be inferior, then improvisation is inevitable, and the side which

* 'The Anabasis of Alexander' Arrian, I., xv.

† *Ibid.*, I., xvi.

‡ Diodorus, XVII., 21.

can compel the other to improvise first gains a moral as well as a physical ascendancy over its adversary.

The organisation of the Macedonian Army was the master work of Philip. What Alexander did was to give it life. Without it, all his genius would have been unavailing, and to improvise it would have taken him years of careful thought. Throughout his entire career, the organisation of his army remained substantially the same.

I will now examine the tactics of the right wing, for little is known of the movements of the left. Two mobile wings, like arms, are hinged on to a stable centre—the trunk. The whole organisation is virtually that of a gigantic man who can punch left and right. The centre, which possesses immense power of resistance, is nevertheless flexible, in that it is composed of eight divisions (? six). The right wing is the right fist of the boxer, and the left wing the left. The right wing is, consequently, stronger than the left. Though numerically stronger, its real strength lies in the fact that nearly all its troops form a *corps d'élite*, and that it comprises picked light infantry as well as cavalry, whilst the outer flank of the left wing (excepting the war engines) is solely composed of cavalry.

The phalanx itself, be it remembered, possesses immense protective power and is, therefore, the base of the two wings. The right wing consists of the hypaspists (armoured light infantry) on the left of its centre, and extremely mobile archers and javelin men on the right. The centre of this wing is composed of light cavalry on the right and heavy on the left.

Now as to the operations of this wing. The first troops to move forward are the Sarissa Cavalry of Amyntas. The sarissa is 21 feet long, consequently it is purely a shock weapon, and may be considered as a 'long range' lance, which on impact will throw the enemy into confusion. It is useless in a *mèlée*; consequently we see the Sarissophori

followed by the heavy squadron of Socrates, which will accentuate the confusion—that is, drive it home, and further still by a regiment of the hypaspists who, being armoured and equipped with short pikes and swords, are well suited to take advantage of this confusion in the hand-to-hand tussle. As the hypaspists are not well able to withstand cavalry, they are protected by the Pæonian Light Cavalry. The outer flank of the whole attack being secured by long-range fighters—archers and javelin men.

4. *The Decisive Attack.*

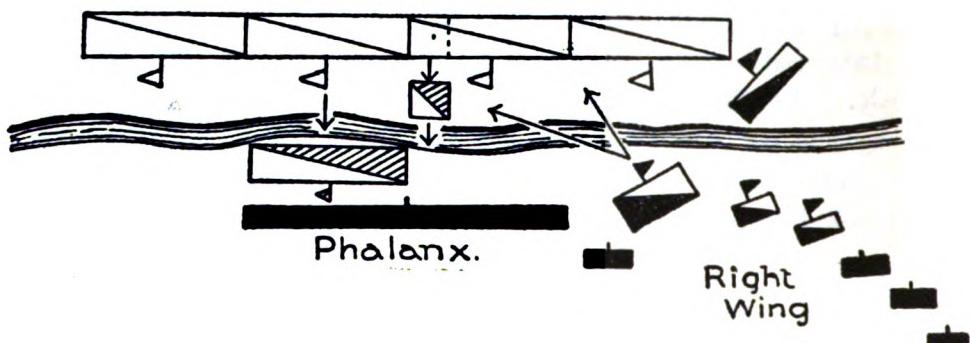
So far the attack is an attack of demoralisation which prepares the act of decision. This is carried out by the heavy cavalry, the Companions, led by Alexander in person. Whilst the first *échelon* of the attack aims at a physically weak point—the flank, in order to demoralise and disorganise, the second *échelon*, the decisive attack, aims at the decisive point, in this case the centre of the Persian left wing, for it is here that the Persian generals are assembled. Whilst the Persian left flank is being pushed in confusion towards the centre, the centre, which is unhinged by this pushing, is suddenly struck a terrific blow by a mass of heavy cavalry, followed closely by armoured light infantry, who can work into the enemy's shattered front and 'eat' it away.

In this engagement we see a most intimate co-operation between protective, mobile and close combat troops; and, though arms to-day have been completely changed, from such battles as the Granicus we can learn some of the greatest lessons in the art of war.

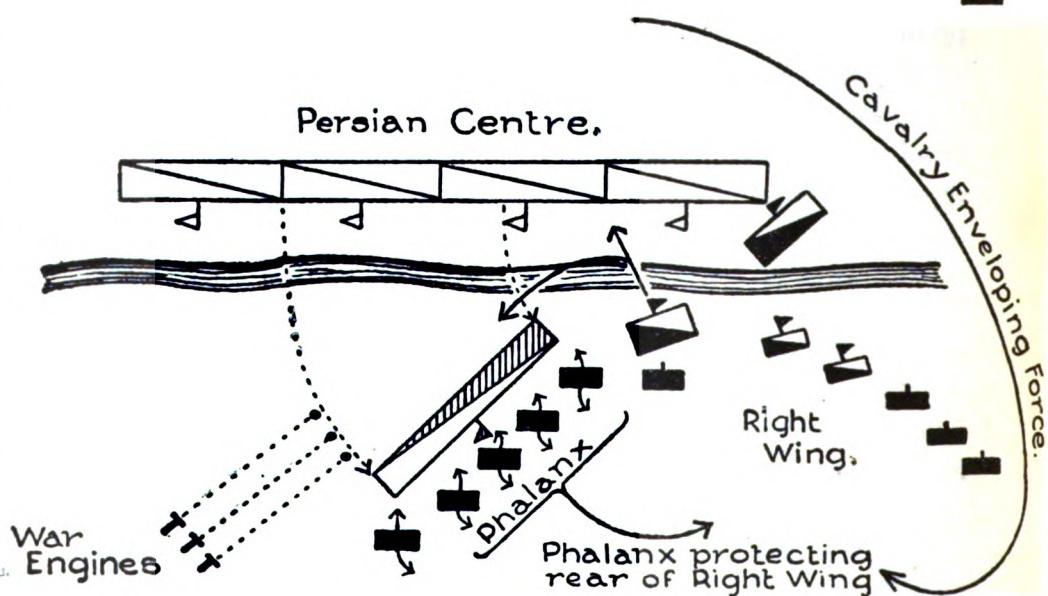
5. *The Action of the Phalanx.*

I will now turn to the phalanx—the protective base. Why advance it in *échelon*; why not in a solid line? Look at diagram 2, and the answer at once becomes apparent. If the phalanx advances in a solid line, it certainly can protect

Persian Centre.



Persian Centre.

DIAGRAM 2.

Illustrating the influence of the Phalanx in solid line or in echeloned columns on the position of the enemy's centre (with reference to the Macedonian right wing) should this centre attack.

the right flank; it also can engage the Persian centre. But if it advances in *échelon* as shown, it can protect not only the inner flank of the right wing, but also its rear should a detachment of the enemy break through or circumvent the archers and javelin-men. Further, it will not engage the enemy, but, by threatening him, it will pin him to his position and so fix him *without suffering casualties*. If the Persian Cavalry were, however, to advance and charge it, the phalanx could form front to the left and the enemy would be taken in rear by the right wing swinging round. Such an admirable manœuvre is not possible were the phalanx to advance in a solid line; for in place of drawing the enemy into a false position, which will enable the right wing to attack its rear, it would push the enemy's centre away from the right wing.

In this protection of the decisive attack by columns in *échelon* we see as artistic an application of the principles of security and economy of force as it is possible to conceive.

6. *The Action of the Left Wing.*

What took place on the left wing can only be conjectured, but in all probability it was a similar though less powerful operation, the object of which was to hold the Persian right rather than break it. How the war engines were used, we are not informed; but as they could throw missiles a distance of 800 yards, and were presumably mounted on wagons, they probably at first covered the mounted attack and then, when the horsemen masked their fire, were moved either forwards to position A to protect the left flank of the left wing, or to B to cover the gap between the right and left halves of the phalanx.

I have entered into this somewhat minute detail in order to show that, irrespective of the weapons used, war is an art; and, as in painting the great artist is a genius, so also is he one in war.

II. THE BATTLE OF ISSUS.

7. The Advance on Issus.

Topographically, the region in which the battle of Issus was fought is an interesting one. The field itself lies a few miles north of Myriandrus which was situated at or near Alexandria (Alexandretta). It is surrounded by mountainous country and is approached by three passes. North-west of Issus is the pass of the Cilician Gates (Golek-Boghaz), which crosses the Taurus between Cappadocia and Cilicia at some 8,600 feet above sea-level. North-east, the Amanic Gates leading to the Euphrates, and to the South the Syrian Gates (Bailan) leading into Syria (*see diagram 3*).

Alexander crossed the Taurus by the first of these passes and debouched on the sea coast of Cilicia at the City of Anchialus, which had been founded by Sardanapalus the Assyrian king, and at which spot he was buried. Here he gazed upon the colossal statue of this decadent monarch, whose hands were joined together 'just as they are joined for clapping,' and we can well imagine his thoughts when the cuneiform inscription on its base was translated, for it read : ' "Sardanapalus, son of Anacyndaraxas, built Anchialus and Tarsus in one day; but do thou, O stranger, eat, drink and love, since all other human things are not worth this!" referring, as in a riddle, to the empty sound which the hands make in clapping.'*

This statue must have brought home to the Greeks the weakness of the Orient; for was not this king wont to sit 'among crowds of concubines, and in the dress of a woman, spinning purple wool with a distaff, and distributing tasks to girls, but surpassing all the women in the effeminacy of his person and the wantonness of his looks.'†

* 'The Anabasis of Alexander,' Arrian, II., v.; cf. Strabo, XIV. 5.

† 'History of the World,' Justin, I., iii.

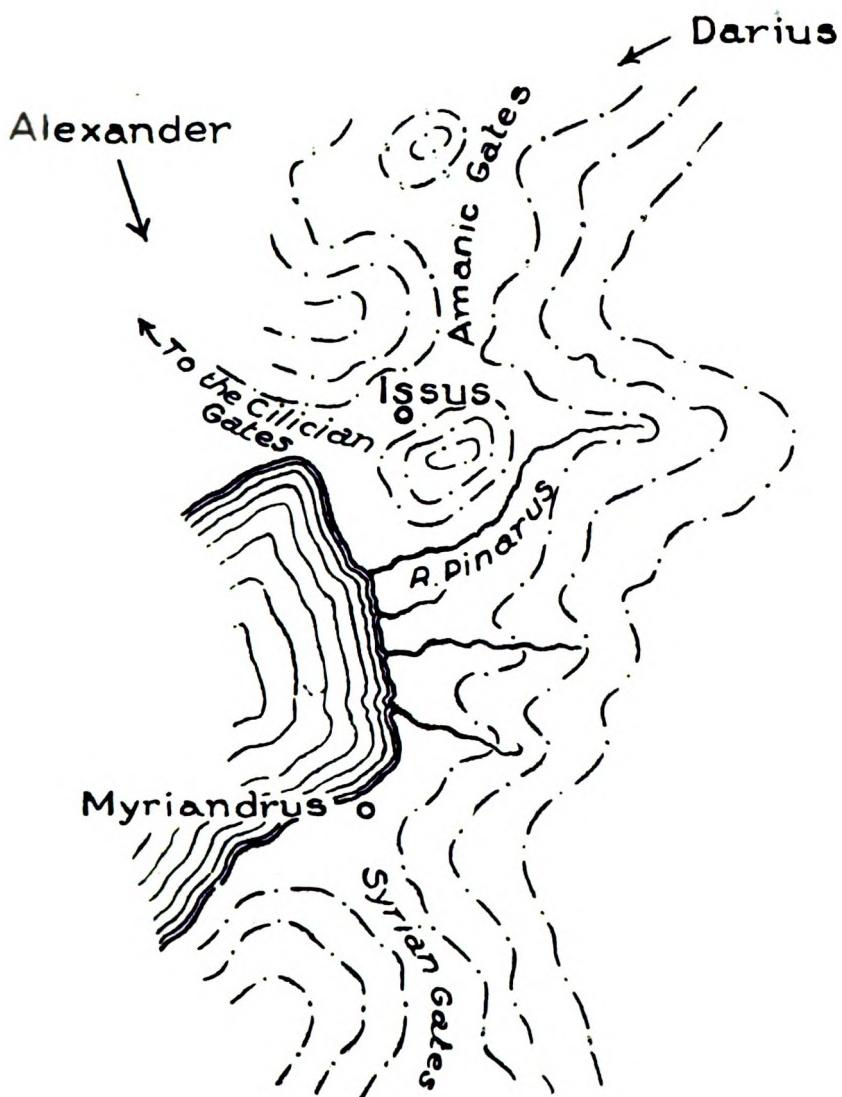


DIAGRAM 3,
THE THREE GATES TO ISSUS.

To the superstitious Greeks, this statue must have appeared an omen of victory.

From Anchialus, Alexander marched southwards to Myriandrus in order to advance against Darius, the pass of the Amanic Gates apparently being unknown to him. Meanwhile Darius, who had rejected the advice of his generals to remain on the Euphrates and await Alexander, for the open plains bordering on this river were more suited to the deployment of his horde and the movement of his cavalry than the restricted and hilly coastal area, advanced through the Amanic Gates to meet him. If tactically this was a bad move, strategically it was a sound one; for by advancing through this pass he would compel Alexander to relinquish the initiative and fight a battle to regain command of his communications. On hearing what Darius had done, Alexander at once counter-marched to meet him.

8. Alexander Stimulates Morale to Counter Surprise.

Alexander's position was a most perilous one, probably the most dangerous he was ever placed in. If he knew of the existence of the Amanic Gates, then he had committed a strategical blunder of the first order in not reconnoitring and picketing this pass; if, as seems more probable, he did not, his danger was none the less. In his address to his generals he seems to have realised this. He asserted 'that the struggle would be between themselves who had been previously victorious and a foe who had already been beaten.* He pointed out that the gods were leading them, for had they not put into the mind of Darius 'to move his forces from the spacious plain and shut them up in a narrow place, where there was sufficient room for themselves to deepen their phalanx by marching from front to rear, but where their vast multitude would be useless to the enemy in the battle.' He reminded them of Xenophon and the ten thousand, and

* Cf. the words of Cyrus before the battle of Thymbræ.

mentioned by name such men who had ‘individually performed any distinguished feat of valour from love of glory.’ Thus, to obliterate in the minds of his followers the danger they were in, he stirs them up to such a pitch that ‘they urged him to lead them against the foe without delay, coming from all sides to grasp the king’s right hand, and encouraging him by their words.’*

Here is presented to us a wonderful lesson in the art of command. The danger is manifest to all, consequently Alexander takes his whole army into his confidence. He does not issue a lot of soulless orders, but, by personal contact with his officers, he magnetises them with a confidence in themselves and in himself which obliterates fear. The lesson here is that the greater the danger the closer must be the personal contact between a general and his men. It is the appeal to the heart and not the appeal to the brain which is the greatest moralising force in war; for an invincible leader is he who can so ‘enthuse’ others that they cease to contemplate defeat. Such a man was Alexander.

9. The Deployment for Battle.

As the Greeks debouched on to the coastal plain, Alexander began to draw up his army in order of battle. The progressive development from security to the offensive is most interesting.

The army was again divided into two wings. The right was drawn up so that its outer flank rested on the mountains. On the right of it was Nicanor and the hypaspists; on his left, Coenus; and on his left, Perdiccas. The left wing, in order from the left, consisted of the brigades of Amyntas (son of Andromenes), Ptolemy, Meleager, and Craterus. The infantry of the left wing were placed under the command of Craterus, the whole of this wing being under Parmenio. ‘This general had been ordered not to abandon the sea, so that they might

* ‘The Anabasis of Alexander,’ Arrian, II., vii.

not be surrounded by the foreigners, who were likely to outflank them on all sides by their superior numbers.*

The frontage of the army between the mountains and the sea was about one and a half miles.†

Darius meanwhile sent forward an advanced guard of 30,000 cavalry and 20,000 light infantry to cross to the left bank of the river Pinarus and cover the deployment of his army. Opposite the Macedonian phalanx, Darius drew up his 30,000 Greek mercenaries, and on their flanks he placed 60,000 heavy armed infantry called Cardaces.‡ He also posted 20,000 men near the mountains 'on the left and facing Alexander's right. Some of these troops were also in the rear of Alexander's army.' The rest of the horde, which in all is supposed to have numbered 600,000 fighting men, was marshalled by nations in rear 'to an unserviceable depth.'

10. Alexander Changes his Order of Battle.

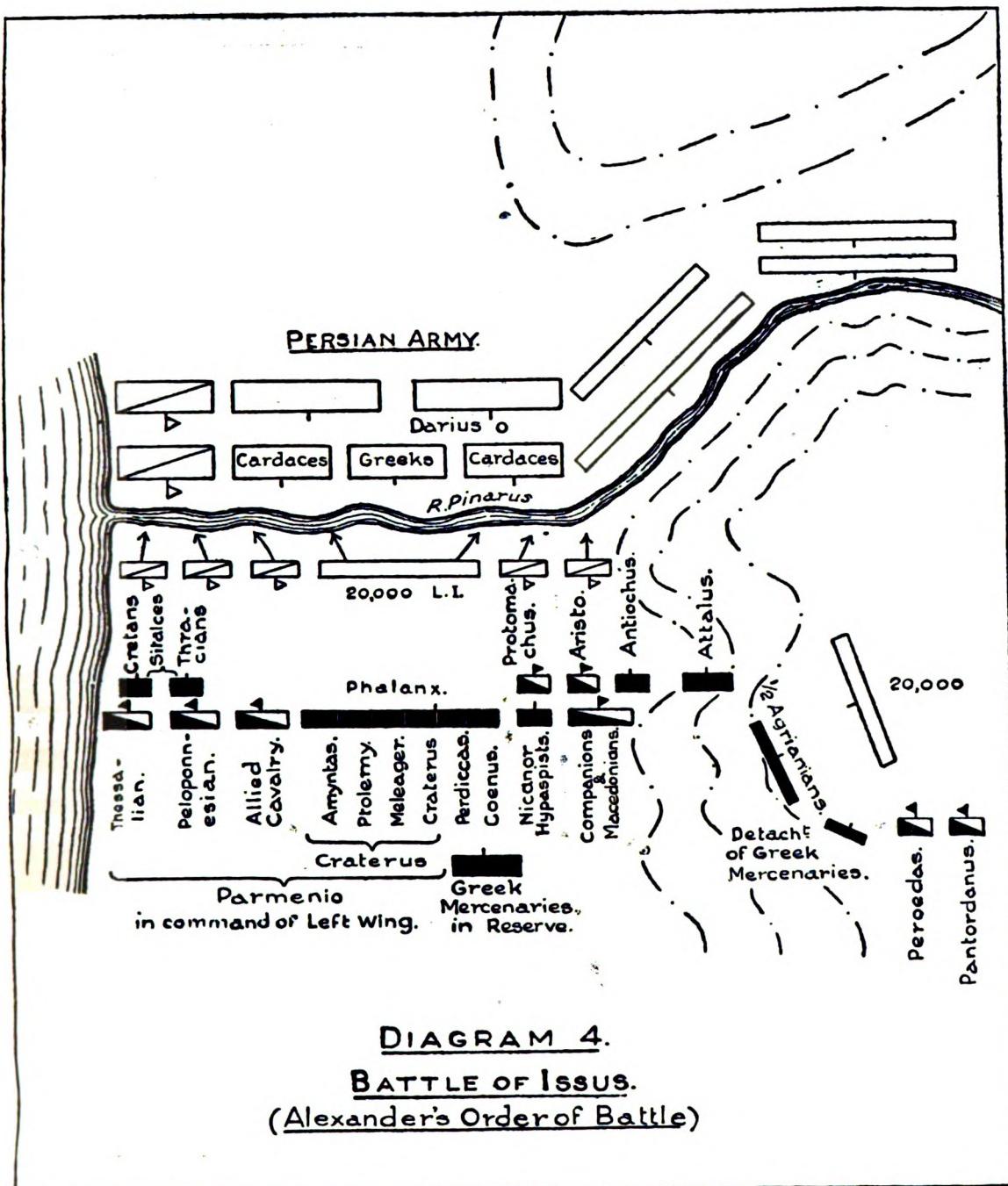
As Alexander advanced, he found that the plain widened out, so he brought forward his cavalry and placed the Companions, Thessalians and Macedonians on the right and the Peloponnesians and allied cavalry on the left (*see diagram 4*). Darius now withdrew his covering troops, the bulk going to his right wing, because here the ground was more suited for cavalry manœuvre.

Alexander closely watched the Persian deployment, and from what he saw he at once appreciated the intention of Darius, and so rearranges his order of battle to meet the change in conditions. He moves the Thessalian Cavalry from his right flank to his left, ordering them to move in rear of the phalanx so as not to be seen by the enemy. In front of the cavalry on his right he posts the Lancers under Protomachus and the Pæonians under Aristo, as well as the

* 'The Anabasis of Alexander,' Arrian, II., viii.

† *See Polybius*, XII., 17.

‡ *Ibid.*, V., 79, 82.



archers under Antiochus and the Agrianians under Attalus. Some of these he throws back so as to form 'an angle with his centre' (*i.e.*, front) toward the mountains, 'so that on the right his phalanx had been drawn up separated into two wings, the one fronting Darius and the main body of Persians beyond the river, and the other facing those who had been posted on the mountain in their rear.' In front of his left wing he places the Cretan archers and the Thracians under Sitalces. The Grecian mercenaries he holds in reserve.

These movements completed, he notices that his right is still 'too thin,' and to prevent this wing being outflanked he orders up two squadrons of Companion Cavalry under Percedas and Pantordanus to take up position on the right 'without being seen.' Then, by marching the archers, part of the Agrianians and some of the Grecian mercenaries beyond his original right, 'he is able to extend his army' beyond the wing of the Persians.

A preliminary attack is then carried out on this flank, the Persians are driven back, and the Agrianians and archers are withdrawn towards the centre, the two squadrons of Companion Cavalry being considered sufficient to observe the enemy on this flank.

11. *Alexander's Attack at Issus.*

The battle now takes place.

The secret of Alexander's tactics is to be sought in the conformation of the ground. This forced the Persian front to form a blunt salient, the point of which faced Alexander's right. Near this point Darius had established his headquarters. Consequently, if his immediate left were attacked, not only would a blow be delivered against the decisive point, but, if a penetration could be effected, the bulk of the Persian right wing might well be driven into the sea. Alexander, therefore, determined to lead his right against the Persian centre; but, as he saw that the Persians were on the

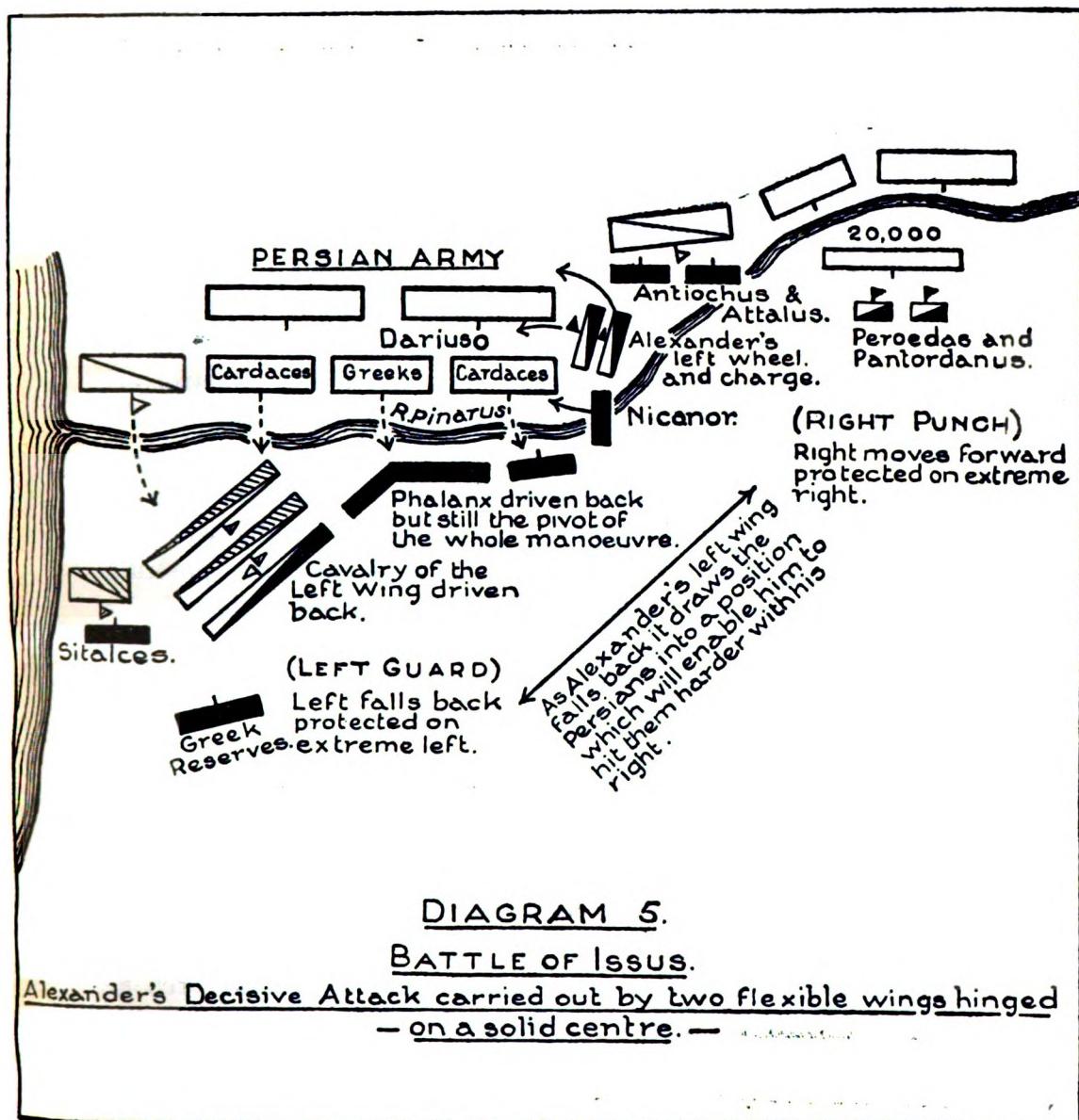


DIAGRAM 5.
BATTLE OF ISSUS.

Alexander's Decisive Attack carried out by two flexible wings hinged — on a solid centre. —

defensive, before doing so he rested his men and meanwhile rode about in every direction exhorting his troops, 'mentioning with befitting epithets the names, not only of the generals, but also those of the captains of cavalry and infantry . . .'* Then, to preserve order, he advanced his army at a slow pace, but on nearing the enemy he led the cavalry of the right wing 'into the river with a run, in order to alarm the Persians by the rapidity of their onset, and by coming sooner to close conflict to avoid being injured by the archers.' (See diagram 5.)

As Arrian writes, the battle 'turned out just as Alexander had conjectured'—the Persian centre was driven back in confusion. Then the unexpected happened: the phalanx on Alexander's left, having become disordered in crossing the Pinarus, was driven back. In the twinkling of an eye, Alexander grasps the situation—his own centre, his stable base, is in danger. Instantly he wheels his right wing to the left and takes the Greek mercenaries, who are pushing back the Macedonian phalanx, in flank, and forces them back from the river.

Meanwhile, on the left flank, Parmenio is faring ill; his Thessalian Cavalry have been driven back, but the battle is won, for Darius, seeing his Greeks retiring, takes to flight and, with the loss of its commander, his horde becomes a panic-stricken mob.

As long as there was daylight, Alexander pursued at full speed, yet Darius escaped him, 'for his pursuit had been too slow for him to overtake Darius, because, though he wheeled round at the first breaking asunder of the phalanx, yet he did not turn to pursue him until he observed the Grecian mercenaries and the Persian Cavalry had been driven away from the river.'

Of the Persians, Diodorus and Plutarch tell us 110,000 were slain. Alexander's losses were 450 men.

* 'The Anabasis of Alexander,' Arrian, II., x.

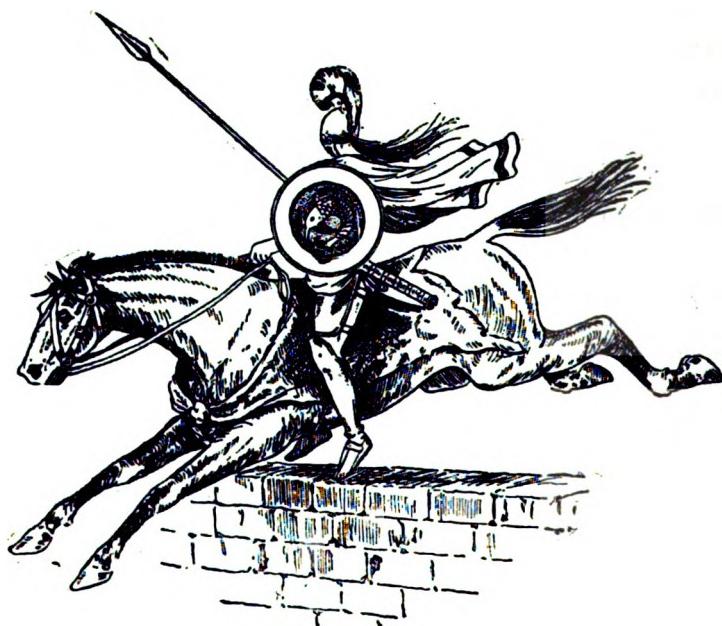
12. *Alexander's Tactics.*

I will now examine the tactics of this battle from a more general standpoint than I adopted when examining those of the Granicus.

Again, they are based on organisation, but what strikes us more particularly is Alexander's use of ground and his quick grasp to fit his tactics to meet the obvious intention of Darius. Alexander is the most audacious of generals, but note the care he takes to secure his attack. As he approaches Darius, he places his flanks on the sea and the hills. Darius is no fool; his order of battle is sound. He has occupied the left bank of the Pinarus with a large and mobile force; on the right bank he has drawn up his Greek mercenaries, and he has sent 20,000 men to turn Alexander's right. This is no Granicus affair, and Alexander realises it. Then he sees Darius move his cavalry towards the sea and at once his mind is made up, for now he can launch his attack directly on Darius himself—the decisive point, his objective. But, as he advances, the plain widens out, and he realises that to assume an offensive from an insecure base is the worst of bad generalship. What does he do? He first makes sure of his left flank by secretly reinforcing it with cavalry; secondly, he refuses his right by throwing it back; thirdly, he despatches a force of cavalry and light infantry well to his right; and, fourthly, only after he has driven the Persians on his right flank back, does he consider that sufficient security has been gained for him to launch his attack.

Thus we see him first decide on his objective, secondly secure his attack, and thirdly launch his offensive. What next do we see? Mobility, an attack at top speed, which simultaneously develops security and offensive power. It is a crushing blow, but in the elation of success Alexander does not lose his head, though he is in the van of the attack, for directly he sees his phalanx in difficulties he wheels his cavalry round to assist his infantry. When one realises that Alexander

knew full well that if he could only kill or capture Darius the whole of the Persian Empire was his, and that, if Darius escaped, he could still raise hundreds of thousands of fresh soldiers, this abandonment of his goal in order to make certain of victory is one of the finest examples of the maintenance of the tactical objective to be found in the whole history of war. It was the *flare* of a supreme genius. Lastly, the whirlwind pursuit.



CAVALRY AND CYCLISTS IN CO-OPERATION

By BRIG.-GENERAL A. G. SEYMOUR, D.S.O., M.V.O.

DURING the recent war the writer had the, to some extent, novel experience of commanding on the Western Front a mixed force consisting of yeomanry, cyclists, and machine guns on motor side-cars.

Most British Cavalry officers have had little or no experience of the possibilities and limitations of cyclists in combination with their own arm, and a short account, therefore, of some of the experiences gained may be of interest.

During the spring of 1916 it was decided by G.H.Q., France, to abolish the existing divisional mounted troops, generally consisting of one squadron of yeomanry and a company of cyclists, and to substitute for them corps mounted troops. The reasons for this change were many and need not be entered into, but one of the principal reasons was that it would be possible to give these troops the special training of which they stood in need.

The new corps mounted troops were to consist of :—

One yeomanry regiment.

One cyclist battalion.

One machine-gun battery of six guns on side-cars.

A cyclist battalion was to consist of three companies. Total strength about 500. Each corps in France was to have one of these formations. The writer was sent in May, 1916, to command the mounted troops of the VIth Corps which was then holding the Arras sector of the line. The mounted troops consisted of three squadrons and Headquarters North-

ampton Yeomanry, one squadron Hertfordshire Yeomanry, the 6th Cyclist Battalion, and a machine-gun battery. Headquarters and all units were billeted near corps headquarters and rationed as corps troops.

During the summer and autumn of that year the Battle of the Somme was raging farther south, and the VIth Corps were not actually engaged in it. They were, in fact, holding their sector in very diminished numbers, and the yeomanry and cyclists were continually called upon to hold bits of the line or to dig. No combined training was, therefore, possible of the three arms together. The time was, however, far from wasted, and all that time and during the early winter of 1916–17 every opportunity was taken of training squadrons, troops, companies, and platoons whenever a portion could be relieved and sent back to headquarters. All units were also thoroughly re-equipped and organised with transport for moving operations. The cyclists received limber wagons, the machine guns Ford and Crossley cars.

In February, 1917, the Corps Commander, Sir A. Haldane, directed that all the mounted troops of his corps should be relieved of every duty in the line and elsewhere and concentrated at headquarters for a course of combined training under their own commander.

The plans for the approaching Battle of Arras were then in a very forward state. The mounted troops were to confine themselves solely to two main principles in their training, namely :—

(1) Covering the advance of the leading infantry division in the open country behind the enemy's trench line.

(2) Holding on to whatever ground they seized until the infantry came up to their assistance.

They concentrated on the following points : The advance guard; advance guard fighting; seizing and holding a position; outposts and observation by day and night.

Night work being difficult to carry out, the training was to be done by officers only, if time permitted.

The question now arose in framing schemes as to how it was proposed to use these various units in combination. Should cyclists and cavalry find mixed patrols? Were cyclist platoons to mingle with troops and squadrons? Or was each unit to keep intact?

Perhaps it would be as well at this stage to examine briefly the characteristics of the cyclist and see what can, and what cannot, be expected of him.

A cyclist must be trained to do his job. An army bicycle is no doubt a thoroughly serviceable article, but it is terribly heavy. An expert civilian rider would find it a severe strain to ride for ten miles. Add to the weight of the machine the soldier's equipment, spade, rifle, bayonet, ammunition, cloak, blanket, two or three days' rations, Lewis guns and their ammunition, and it seems marvellous how the man gets along at all.

Nevertheless, an average man can do his sixteen to twenty miles a day if he is gradually worked up to it. Thirty to forty miles have been done on emergency. He must then be taught to keep his place in formation on the march. Six to seven miles per hour is the average pace-marching in half-sections, and it is manifest that good march discipline is essential.

The men of this cyclist battalion were of a most excellent stamp. Many of them were Regulars transferred from infantry. The officers were weak; many had no infantry experience, but they were all keen to learn. Next come the limitations of the cyclist :—

- (1) He is dependent on the condition of the roads and the weather.
- (2) His machine is liable to breakdowns and punctures.
- (3) He is a very bad scout. His rifle is in a clip between his legs. He is, therefore, nearly defenceless against surprise.

(4) He cannot leave the road. Therefore, he cannot outflank the enemy with his machine unless the roads permit.

On the other side of the scale, comparing him with mounted men :—

(1) He requires very small supplies—no oats, hay, horseshoes, etc.

(2) He can leave his machine anywhere with a very small guard for an indefinite time and become an infantry soldier. Compare this with cavalry, who leave a quarter of their strength as horse-holders, exclusive of a guard. Their led horses must also be fed and watered.

(3) He is, given fair roads and weather, very mobile.

(4) For operations by night necessitating marching, it is a question whether he is not better than a mounted man as he is noiseless.

(5) Off his machine he is at once a fully-trained infantry soldier, carrying the same weapons and amount of ammunition, with an equivalent number of Lewis guns and their ammunition.

(6) He is easily and, compared with cavalry, quickly trained.

Having agreed to the above propositions, we will now return to the question of combining the cyclists and cavalry. Taking first the forces which first meet the enemy, *i.e.*, scouts and patrols, it is agreed that the advanced scouts should be mounted men. Should the rest of the patrol be cyclists or not?

Mixed patrols were tried, but were not a success—the chief reason being the two arms cannot march together with reasonable comfort. The pace of the horse does not suit that of the bicycle. The horseman wants to walk down the hills and trot up; the cyclist *vice versa*. Also the question of seniority of commanders was against it, working with two different units. It was difficult to discover which of the two

N.C.O.s, yeomanry or cyclist, was in charge. It did not work. It was, however, found to be of great advantage to attach one or two cyclists to each patrol as despatch riders, provided weather conditions are good and they are not over-worked. They carry messages to the rear quicker than horses and save horses.

Having settled the patrol question, we come to the composition of the next formed body behind them in an advanced guard. Exactly the same difficulties arose as to pace and the mixing of units. In fact, the problem was increased because the necessity for the machine guns being inserted arose.

These machine guns on side-cars were very disappointing. As a matter of fact they were taken away before the battle, to provide crews for tanks. They could not throttle their engines down to much under ten miles an hour, and could therefore march with no other unit, and they made a most terrible noise. They could move off the road on light going, but it is very doubtful if they would have ever got their machines through the German trench line. They broke down very easily also. Eventually they were relegated to the rear of the column and moved up by long bounds. Once in action they were excellent.

After many experiments it was eventually decided that it was far better to hand the whole of the advance-guard work over to the yeomanry, and to keep the whole four squadrons intact together at the head of the column under their own C.O. The cyclists formed the main body, followed by the machine-gun battery. By this method every unit could move by bounds at their own pace, and did not interfere with each other on the road. This also solved to a great extent the problem of mixing the commanders of the various units as shown before.

The whole of the horse first-line transport massed came in rear, followed by the Ford cars carrying ammunition and

spare men for machine guns. There were other great advantages in this method. Not only were the cyclists kept intact, but they were kept fresh if their services were not called for to fight. They were, therefore, ready to come up at night and take over the night protection duties from the horsemen, thus enabling the latter to withdraw, rest, off-saddle their horses, and ready themselves for a further advance the next day. Undoubtedly, the value of the cavalry in the Boer and recent wars has been enormously diminished by the fact that they were expected not only to scout and fight by day, but a large proportion of the force was on outpost duty by night. Horses and men got no rest, and they were then expected to resume the advance the following day, probably several days. Horses cannot do it. Rest they must have by night, or the enterprise fails. The cyclists proved themselves invaluable for night outposts. They took their machines with them and, if roads permitted, did all the night visiting and reconnoitring patrols required far better than a horse in the dark and noiselessly. Horses are an abomination on night outpost. It was contemplated to essay a night march with the cyclists in advance, supported by the cavalry as main body, but time did not permit. It is believed that they would have shown themselves more adapted for night work than horsemen.

It would be tedious to enlarge further on the various schemes carried out. Once the principles of combination were worked out for the advance guard, the same applied equally well for the other items of the programme. The cyclists were used almost invariably as a support to the yeomen, taking over ground they had gained, acting as a pivot of manœuvre in mounted tactics, and forming a rallying point for the yeomen to fall back on to if they got into trouble. The open country in which the training was carried out gave the mounted men great scope for moving across country and outflanking positions, while the cyclists and machine guns pushed home the frontal attack, being tied to the roads.

In the French Army before the war each cavalry division had a cyclist regiment of about 800 men as part of its normal organisation. At the French Cavalry manœuvres of 1913, held near Rheims, in which three cavalry divisions took part, each division had its battalion of cyclists. Several British Cavalry officers who are still alive were present and will, no doubt, remember the rôle played by these cyclists. The French Cavalry were then entire believers in the *arme blanche*. They did not believe in dismounting cavalry for fire effect; in fact, the men were not trained in it at all. These cyclists were called upon to do exactly the work that has been described above, only, of course, to a far greater extent, and very well they did it.

The French cyclist then was a picked man from the infantry regiments. He had to be of very good physique and of a high standard of intelligence. He rode a very diminutive machine, which could be folded and then was carried on his back over his pack. It looked an appalling load, but it was astonishing how he even ran across country carrying it.

These cyclists were entirely responsible for protection at night, and they acted as a rallying point for their cavalry to fall back on after an unsuccessful charge. Memory recalls seeing a battalion of them still on their machines in the autumn of 1914 near Kemmel, wending their way to the trenches.

The dawn of zero day of the Battle of Arras found the mounted troops concentrated just outside the city. The machine-gun battery had left, and one squadron of yeomanry had been detached; otherwise all were present. At about 8.0 a.m. they moved up to their forward concentration area in the railway goods yard in the town itself, the German guns having ceased to shell the place. At about midday further orders were received to go through the infantry and get to and hold the line of the Scarpe by Fampoux. Officers' patrols had discovered that infantry digging-parties were

making a track towards the famous Triangle, that good progress was being made, and that few shells were falling on it.

The yeomanry advance guard and regiment, followed by cyclists and first line transport, were directed along this track.

Good progress was made, with no shells, for the first two miles. The cyclists had to walk, pushing their machines, but got along. The track ceased at the Railway Triangle, and progress became slow. The advance guard had to fill in trenches, and all tool packs were sent up to them for this purpose. All wheel transport was left at the end of the track under an officer, and the cyclists left their machines under a guard of six men. It is believed that they eventually went back there at the end of a week and retrieved them.

Many officers and men who read this will remember the climatic conditions of those first four or five days of the Battle of Arras probably to their dying day. Such weather in April is almost inconceivable, and must have seriously affected the operations. A bitter north-east wind, blinding blizzards of snow, deep mud everywhere, and Arctic cold made one wonder how men and horses lived through those days.

Bicycles, therefore, were impossible, and their riders came on as infantry. The yeomen continued to make good but slow progress, and passed through our advanced infantry about 4.0 p.m. Even after that they met with but little opposition, the Germans being thoroughly on the run. They eventually reached the line of the Scarpe at dusk, having collected a few prisoners and some heavy guns. Here the German opposition began to harden and darkness set in. At the same time, also, most unfortunately, our own heavy guns began a most accurate shoot directly on our own position. It was impossible to stop them, there being no communications to the rear or flanks. It was reluctantly decided to stand fast for the night, retiring a little to avoid our own

shells. According to plan, the cyclists were brought up and took over the line from the yeomen. The latter withdrew about two miles to the rear to water, feed and rest, if it be possible to rest on such a night as ensued of frost and snow. The Germans were thoroughly demoralised. During the night the cyclist patrols heard German reinforcements coming up and, as was anticipated, the next day the chance had gone. A few hours more daylight and better weather might have given a chance of an advance which might have saved the thousands of casualties which our infantry sustained on this very ground in the next few weeks.

The next day, that is, zero plus one day, the yeomen were brought up at dawn, but a heavy German shell and rifle fire at once showed the change of situation, and advance was impossible. The mounted troops stood fast on their ground all that day expecting a counter-attack, which did not, however, take place. Our infantry came up and established themselves on the line gained. During the following night the yeomen were switched off to another flank to assist the infantry to capture the village of Monchy, leaving the cyclists to hold the line. They followed the 8th Cavalry Brigade, who had also come to help, into Monchy and sustained very heavy casualties there.

After this all effort to break through with mounted men ceased, and trench warfare was resumed.

This incident can hardly be called an illustration of the co-operation of cyclists and yeomanry, and is only described to show what might have happened had things gone well and the German line broken and not only temporarily cracked. This so nearly happened that the promised land of no trenches and roads could be seen in front on the evening of the first day.

This formation never had another chance of a dash in the open. In the autumn of 1917 lack of shipping and men caused the disbandment of most of the corps cavalry regiments.

The Northampton Yeomanry saved themselves and their horses by being sent to Italy, where they did fine work in Lord Cavan's great advance, but without cyclists.

No sane man can contemplate substituting cyclists for cavalry, because, as has been pointed out, the cyclist has limitations which make the idea out of the question.

It is, however, a subject for consideration whether, recognising the fact that only a small force of cavalry can be kept up, a cyclist corps would not be a great asset in support of this small force of cavalry.

Another European war within the next few years is not probable, but still it is possible. Assuming one, cavalry will be wanted in numbers.

A cyclist can be improvised comparatively quickly provided there is a highly-trained skeleton, or *cadre*, of his arm in existence, accustomed to work with cavalry and knowing their functions and methods.

The cost of such a force would be no more, except for their machines, than for a similar number of infantry.

It requires only a small supply column, and is the only force, given fair roads and weather, that is mobile enough to keep up with cavalry. Infantry were brought up in thousands in lorries during the last war; but that was, after the initial stages, a war of trenches. Lorries are dangerous obstacles on the roads if things are not going well; and it is assumed that there will be movement in the opening phases of the next European war. Fast-moving tanks carrying infantry no doubt will come, but they have yet to be built.

The recent war has proved that the day of the horse and sword is not yet over, despite the opinions of many who, unfortunately for themselves, enjoyed restricted experience.

The horse and sword, combined with the great fire-power cavalry now have of Hotchkiss rifles and machine guns, backed up by a force of whippet tanks and well-officered cyclists, should be able to move with a rapidity, and bring such a

volume of fire to bear, as to enable them, not only to surprise the enemy, but to carry out what has often been denied to them in the past, and that is to hold on to their gains. They must, however, be trained to work together in peace, or there will be no co-operation in war.



AUSTRALIAN CAVALRY

THERE is a story of an Englishman travelling in the Victorian era in Russia who, seeing a band of unkempt, miserable-looking men, heavily-chained together and progressing with reluctant leaps under the knout, enquired who they were. 'Oh, those,' was the reply, 'are the Volunteers.'

This story is symbolical of the popular opposition and neglect that Volunteers often experienced in the old days. It was said of the British Volunteers of the Napoleonic Wars that they stipulated that they should not be sent out of the country—save in the case of invasion; and there are probably many Englishmen still living who can remember the unpleasant Cockney query, 'Who shot the dog?' the implication being that the musketry standard of the Volunteers of the day was not as high as it might have been. But enthusiasm can surmount all obstacles, and it was enthusiasm that founded the New South Wales Lancer Regiment and the First Australian Horse, of which regiments a very interesting account, entitled '*Australian Cavalry*', by F. Wilkinson (Sydney, 1901), has recently come to the notice of the CAVALRY JOURNAL.

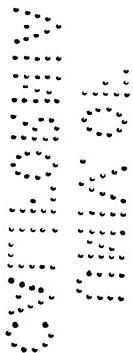
The New South Wales Lancers trace their pedigree to the Sydney Light Horse, who came into existence in January, 1885, 'armed with old swords which had been discarded by the mounted police, and wearing blue-peaked caps which, to the Colonial eye, resembled the Salvation Army pattern.' In August, 1885, they were converted into Lancers, and 'commenced drilling with bamboo fishing-rods.' Lord Carrington, then Governor, identified himself with the regiment, which



By permission of the Australian War Museum.

H. S. Power.

THE 3rd LIGHT HORSE BRIGADE APPROACHING DAMASCUS.



steadily gained in efficiency. In 1893 it sent a team to compete at the Military Tournaments at Islington and Dublin. It is interesting to read that in 1897 Colonel Burns, then in command of the regiment, offered a squadron for India to take part in the Afridi Campaign. The proposal was not warmly received in official quarters. Mr. Reid, the Premier of the day, did not wish to see 'a spirit of unrest and military adventure' grow up in the colony. Somehow or other, one seems to associate the name Reid with the word 'stout,' but these sentiments of this particular Mr. Reid can hardly be so described. After all, it was 'a spirit of unrest and military adventure' to which we owe the British Oversea Dominions. The New South Wales Lancers, however, had their chance in 1898 and seized it 'with both hands,' as Miss Ethel M. Dell would say. A squadron came to Aldershot for training early in the year, left London in due course for home—and took the Boer War on the way. 'Within a few hours after the declaration of war, a detachment of New South Wales Lancers was on its way to the front, and actually fought in the very first engagement on the Modder River side [sic] under General Lord Methuen.' In the light of later history, the regiment must have been proud that its representatives were attached to 'A' Squadron, Inniskilling Dragoons, 'under Major Allanby' [sic].

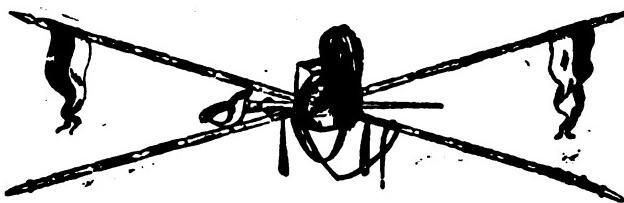
The First Australian Horse dates back to April, 1898, and of their early days Mr. Wilkinson records: 'Some of the men rode 40 miles to parade and another 40 back again after three or four hours' drill,' which is indeed the right spirit. This regiment also sent a contingent to South Africa, which was attached for some time to the Scots Greys and did excellent service.

Not the least interesting parts of Mr. Wilkinson's book are his chapter, 'In Defence of Cavalry'; and his introduction, in which he warns amateur Army reformers against the dangerous habit of hasty generalisation. They should, he

says, take to heart an actuarial maxim, 'It is unsound to base a general rule upon less than eighty particular instances.' Generally speaking, they should shun that dreadful offence known as Illicit Process of the Major. Which, perhaps one should explain for the benefit of the younger readers of the CAVALRY JOURNAL, is not a delinquency mentioned in the 'Manual of Military Law,' but a term in logic.

There is one unkind phrase in Mr. Wilkinson's book, and that is where he alludes casually to 'even the feeblest intellect in the War Office.' But he was writing in 1901. At the present day there are no feeble intellects in the War Office. Even the Official Cat (and the present writer has for many years, out of office hours of course, carefully studied cats and their characters) is as efficient and intelligent a puss as ever caught mouse or stole fish.

F. J. H.



DROCOURT-QUEANT LINE, SEPTEMBER 2, 1918

By LIEUT.-COLONEL F. H. D. C. WHITMORE, C.M.G., D.S.O.

THE part which was intended for Cavalry to take in the operations east of Arras on September 2, 1918, is worthy of note and is related briefly with a view to giving an opportunity for consideration as to the chances of success resulting from a scheme which involved the employment of cavalry in a strictly limited area: limited in its circumference by a creeping box barrage, and also by the system of defence prepared by the enemy for the preservation of the Drocourt-Quéant line.

The Canadian Corps, following the successes obtained in the previous six-days' Battle of the Scarpe, which began on August 26, hold the distinction, together with the 4th British Division, of having, by the capture of the Drocourt-Quéant switch line, turned the whole of the enemy's organised positions on a wide front southwards. The Wotan line, as it was called by the Germans, had been strengthened for at least eighteen months and every conceivable device had been employed for its defence. On the day of the attack no fewer than eleven German divisions were identified on a front of 8,000 yards. The attack was carried out by the 1st Canadian, 4th Canadian, and 4th British Divisions, with numerous tanks of the 3rd Tank Brigade, on a wide front astride of the Arras-Cambrai road, and was timed to commence at 5 a.m.

As a provision contained in the dispositions for the great

attack by the Canadian Corps, the corps commander had prepared for the eventuality of an independent force being able to get through to Marquion and to form a bridgehead east of that place, thus providing a passage for the troops over the canal. This would appear to be a provision which was not only advisable but necessary. But when the preparations for this great attack are examined, and when the limited area in which it was contemplated that the cavalry should operate with beneficial results is appreciated, it may be argued that there was little doubt as to the overoptimism of success as far as the cavalry were concerned.

During the evening before the day on which the attack of the Canadian Corps was launched, the independent force was assembled behind the Canadian lines in and about the Wancourt-Guemappe area. This force consisted of British and Canadian cavalry, artillery, machine gun squadrons, trench mortars mounted in motor lorries, armoured cars, cyclist companies, etc.

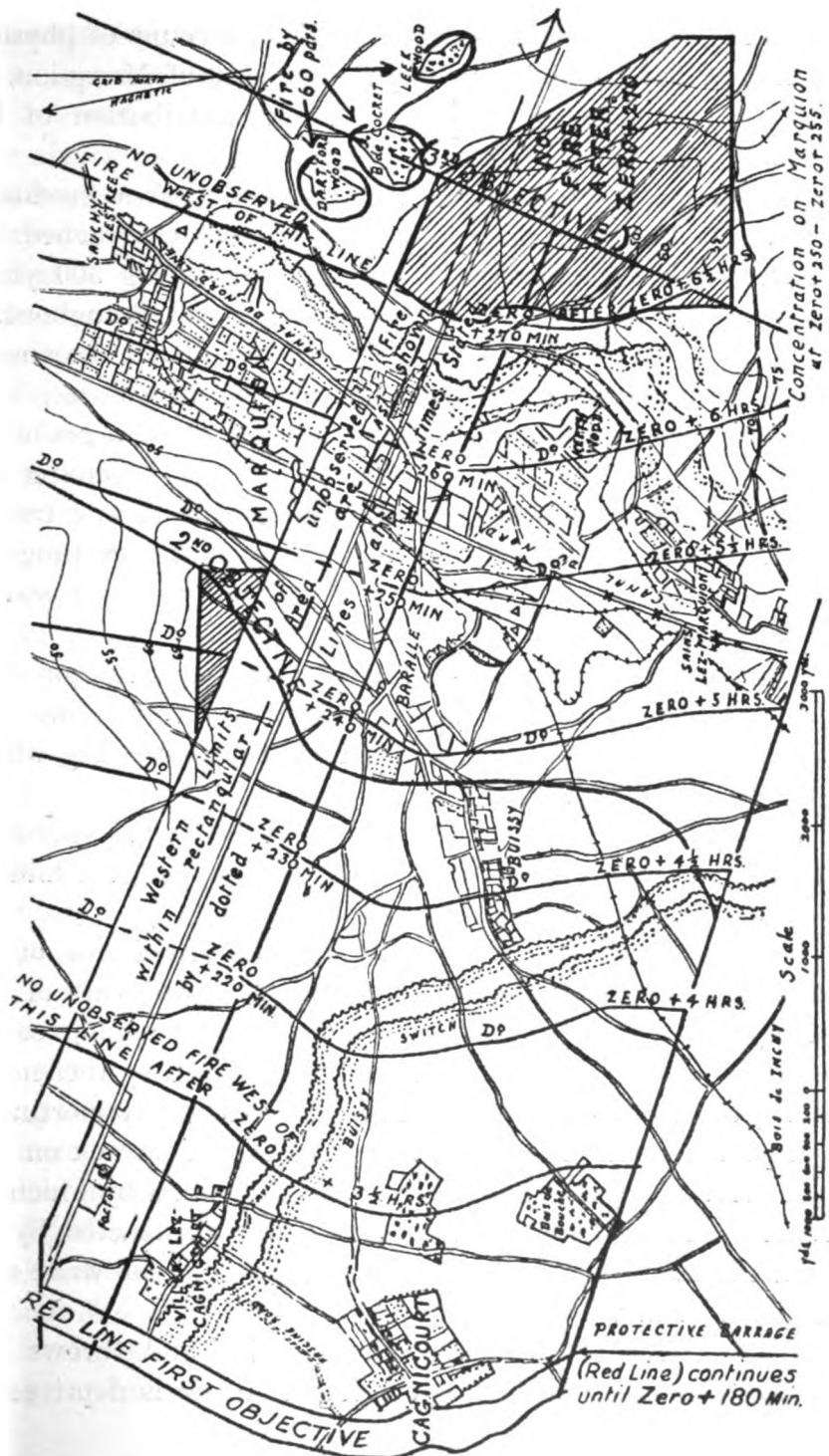
This Independent Force was divided into three groups, the leading group being naturally the most mobile, containing five squadrons of cavalry, one squadron of cavalry Hotchkiss rifles and some sections of Canadian artillery, armoured cars, machine guns, etc. The second group contained heavier and less mobile fighting power, including the trench mortars loaded in motor lorries. The third group was to follow the second.

In order to appreciate the *rôle* which was expected of the cavalry it becomes necessary to analyse the barrage tables of the artillery which were to be employed during the attack.

The accompanying sketch sets out the time-table of the creeping barrage and shows the rectangular area in which the Independent Force was to operate in the event of the success of the attack.

The hatched areas were added just before the operations by request of the officer commanding the leading group,

DROCOURT-QUEANT LINE, SEPT. 2, 1918 173



the small triangular area being selected on account of physical features of the ground, the large area, east of Marquion, in order to give room for bridgehead and distribution of led horses.

It will be observed that the rectangular area gradually grew in its length from the moment the attack reached the red line on the map, the width of the area being 500 yards on either side of the main Arras-Cambrai road throughout.

In other words, from the moment the attack became a success it was anticipated that the Independent Force, with its cavalry leading, would be able to proceed along a gradually drawn out cylindrical funnel with its entrance becoming not only liable but certain to be overloaded with heavy traffic, and finally to effervesce at the outlet of the rectangular area, where the enemy was known to have prepared strong fortifications.

The problem contained in the foregoing situation is—What chance of success has the officer commanding the leading formations in his attack on the canal crossing which is known to be strongly held?

He is confronted with obstacles which inevitably must be present, the most formidable of his obstacles being the limited area in which he is able to operate.

If he deviates more than 500 yards on either side of his centre of advance he comes under the bombardment of the artillery, both heavy and light, of his own attacking corps. His area of operations is certain to be bombarded by the enemy holding the crossings in front of him. He has no opportunity of disposing of his horses when a dismounted attack on the canal crossing becomes necessary. And the road by which he has advanced has by now become seriously obstructed by all conditions of traffic which necessarily follows in the wake of a successful attack.

Furthermore, if he carries his objective and throws out his screen in order to hold the bridgehead, he is deprived of

an opportunity of getting rid of his horses to any place of even comparative security and his losses in this respect would serve to weaken any further attempt to exploit the success of the attack as a whole.

This would be or was all the more serious as no further cavalry were provided for.

What actually took place, as far as the leading group of the Independent Force was concerned, was as follows :

As soon as the Dominion battalions, together with the 4th British Division, had brilliantly established themselves on the red line, and Dury village had already been occupied by our troops; the leading group of the Independent Force endeavoured to get forward in front of the attacking battalions; the head of the column, however, was very soon under heavy machine gun and artillery fire, and two of its armoured cars were put out of action.

No progress was possible along the passage allowed for its advance, the whole area being swept by the enemy's fire, and being entirely under observation from the enemy's strongholds.

Quite a torrent of machine gun fire came from the direction of Villers-Cagnicourt.

Trench mortars in lorries were brought up from the second group, and batteries were directed on to Cagnicourt; but the enemy made a stubborn resistance and progress beyond the cross road overlooking Cagnicourt became impossible.

In the meantime the 17th corps on the right had been pressing forward with the same determination as the Canadians, and during the afternoon and evening the 52nd and 57th Divisions had cleared the fortifications at the junction of the main Hindenburg and Drocourt-Quéant lines.

In consequence the enemy retired during the night beyond the canal and the Independent Force which had been created for the purpose of capturing the bridgehead at Marquion was no longer required.

The questions which seem to arise after consideration of the day's operations are :

(a) Whether cavalry could ever be employed with success in so limited an area ?

(b) In the event of the Independent Force having succeeded in forming a bridgehead east of Marquion, what could be done with the horses ?

(c) Whether cavalry should have been employed at all as part of the leading group, or whether it should have been held in reserve to exploit the success of an Independent Force after the canal crossing had been captured ?



१०००
१०००
१०००
१०००

June, 1861
Cavalry Journal



PREPARATION FOR THE RIDERLESS HORSE RACE IN ROME.

After Carle Vernet.

MECHANICAL AIDS TO CAVALRY

By MAJOR E. G. HUME, 18th *King Edward's Own Cavalry*

GREAT progress has recently been made in the development of mechanically propelled vehicles, especially those of the 'Caterpillar' type. Each improvement widens the military sphere in which such vehicles can, with advantage, be employed, and necessitates a constant keeping up to date of *materiel* and readjustment of tactical ideas if the army of any country is to keep up with the standard of efficiency of its contemporaries.

Each arm has its own problems in this respect. It is proposed to review in this essay the help that Cavalry may expect to receive from the recent rapid improvement of tracked and half-tracked vehicles, which has made possible fast-moving tanks and cross-country armoured cars, and to show that these must in the near future form an integral part of Cavalry formations.

It is not suggested that a perfect cross-country armoured car has yet been evolved, but that a stage has now been reached where the half-track, or other track, vehicle can be of very material use to Cavalry. Commercially the value of 'caterpillar' type vehicles is now being appreciated in many countries where communications are undeveloped, and manufacturers of these attachments for lorries and tractors are receiving many orders and inquiries from all parts of the world; the steady development of this type of vehicle is, therefore, assured. At this stage, the co-operative experimenting and training of cavalry with the latest pattern of cross-country

armoured cars will be of the greatest value in ensuring that the evolution of combined tactics and the design of Cavalry armoured cars proceed on sound lines.

In dealing with this question it is proposed to consider briefly, firstly, the mechanical aspect of modern tracked vehicles, and, secondly, the way they can be utilised to help Cavalry : (a) in fighting—*i.e.*, tanks and armoured cars; (b) in mobility—*i.e.*, mechanical transport vehicles.

The co-operation of aircraft, and the conversion of Horse Artillery to mechanical traction or guns carried on mechanically propelled vehicles, are not here considered.

Modern Tracked and Half-tracked Vehicles.

By this is meant vehicles that lay their own endless track; the drive being utilised to carry the vehicle along this track on small wheels or rollers and to pick up the track continually as soon as the rear rollers have run over it; then, having passed it over, to lay it down again in front of the front rollers. The tracked vehicle is carried entirely on this track like a tank, whereas the half-tracked vehicle has wheels in front and track attachments in place of the rear wheels.

Tracked Vehicles.—These by their nature are somewhat heavy, and until recently were unsprung. This meant that any irregularity in the ground lifted the whole vehicle, with much consequent jolting and loss of power. Thus the tracked vehicle, while able to cross most obstacles, was, of necessity, slow moving. Improvements have now been made so that the rollers, on which the vehicle is carried, and which run on the track it lays, are sprung. These rollers usually form little four-wheeled bogies, the wheels running in pairs one on either side of a rib in the track, thus keeping it in place. These bogies are sprung to give a vertical play, and are also able to rock up and down as the front and rear pairs of their wheels go over an obstacle successively. Thus, within the limits of the springing, which is sufficient for all practical purposes, the

track can conform to any irregularities of the ground over which the vehicle is passing. On encountering a stone, for instance, the track takes a curve over it, and each bogie runs up and down over this curve against spring compression as the vehicle advances. The result is that (1) the vehicle itself is scarcely affected : there is little jolt; (2) the whole length of the track 'wheelbase' is carrying the weight of the vehicle all the time, and the extra power required going over the stone is negligible. In the unsprung vehicle, on the contrary, the whole side of the vehicle would have to be lifted over the stone. The springing of the bogies, and consequent conforming of the track to the ground, has made possible the fast-moving tracked vehicle; as the driving power is efficiently employed, and there is only a slight swaying motion inside the vehicle instead of a succession of unsprung jolts and bumps. This springing also makes the heaviest vehicles extremely light on the ground surface over which they are moving, owing to the large area of track bearing the weight. Indeed, the actual road pressure of the track per square inch is generally less than that of a man walking; so that, instead of cutting ruts in the roads, these vehicles have a consolidating effect on even soft ground. It will be seen, therefore, that a fast-moving Cavalry tank is a weapon of the near future.

Half-tracked Vehicles.—These usually have car or lorry chassis, the frames of which are strengthened. The transmission and back axle, including the differential, are retained; but, in place of the back wheels, driving sprockets for a track attachment are fitted. These sprockets operate the track in the same manner as with tracked vehicles, but the track combination is, of course, much smaller. Thus, the half-tracked vehicle is carried on wheels in front and tracks behind. The machine is steered by the ordinary chassis steering-column operating the front wheels, and the differential helps to bring the tracks round following them. There are several patterns of the half-track attachment; some with a flexible metal

track and a metal-to-metal drive, such as that produced by Roadless Traction, Ltd.; others, with a canvas and rubber track, driven by the pinching action of flanges in the driving wheel on the rib of the track, such as the Citroën-Kegresse attachment.

Cars and lorries fitted with these attachments, which are, of course, sprung, can cross any ordinary open country, bog, sand, small ditches, etc., with ease, and can run at 20 to 30 m.p.h. on roads. The evolution of this type of vehicle, though still in its infancy, is making possible the cross-country armoured car for Cavalry, and also a mobile transport that can keep up with it over any ordinary open country, and which, by taking weight off the horses, will extend its radius of action.

Light Fast Tanks and "Cross-country" Armoured Cars as Aids to Cavalry.

The introduction of every destructive weapon is quickly followed by the invention of a method of dealing with it, and so the normal functions of the various arms, which have been temporarily interfered with, are, to a greater or less extent, restored.

The multiplication of machine guns and automatic rifles, and the increase of fire-power generally, has made the mounted duties of Cavalry increasingly difficult to execute efficiently especially in European conditions; but it may be hoped that the provision of light, fast tanks and "cross-country" armoured cars will counter this difficulty, and, to a large extent, restore the mounted offensive capabilities of Cavalry.

It is essential, however, that these mechanical units—in any case cross-country armoured cars—should be actual Cavalry units, in the same way that Horse Artillery batteries are—*i.e.*, that specialist armoured car units should form an integral part of Cavalry brigades, which are the normal training formations of our Cavalry. Only by so doing will Cavalry and armoured cars properly understand each others' possibilities

and limitations, and so be able to carry out efficiently their complementary duties. There can be little doubt that if they are trained together, and thoroughly understand each other, the efficiency of a Cavalry brigade which possesses cross-country armoured cars will be materially increased in all its functions, and its scope of action will be extended.

The necessity for Cavalry armoured cars is evident when Cavalry is operating against a modernly equipped enemy who possesses these weapons, and who uses mechanically-carried Infantry or Cyclists to form a screen of machine-gun posts as a support to his reconnaissance, and as the backbone of the covering operations of his Cavalry. Even against a less highly equipped enemy, however, the possession of this type of armoured car would add greatly to the offensive power of a body of Cavalry, make its duties easier, accelerate their performance, and save casualties. Indeed, armoured cars equipped with wireless and capable of crossing ordinary country can render such invaluable services to Cavalry (*a*) as an offensive weapon, (*b*) for *liaison* with reconnaissance detachments and neighbouring columns, and (*c*) for the transmission of information,—that the inclusion of units of this nature in the composition of our Cavalry brigades, in the near future, seems certain.

The present type of armoured car, fitted with wireless, would seem to be suitable in most particulars, and it is understood that there is no mechanical difficulty in converting existing armoured cars to the half-tracked type. When a new armoured car is being designed, however, it would seem to be a great advantage to reincorporate a reverse steering arrangement, and to modify the body so that a gun could, if necessary, be added to its armament. The present French *auto-mitrailleuse*, which is an improvised four-wheel model, built on lorry chassis, can steer backwards, and this is considered most useful. Most Continental nations are experimenting actively with half-tracked vehicles with a view to

producing an efficient cross-country armoured car. It is understood that the petrol consumption of a half-tracked armoured car would be from 15 per cent. to 30 per cent. more than if fitted with four wheels, *while travelling on good roads*; but once the vehicles get on to difficult ground the comparative consumption of the half-tracked machine falls greatly, and over really heavy going is considerably less than with the four-wheeled vehicle. Roadless Traction, Ltd., have adapted their half-track attachment so that wheels or track are easily interchangeable.

Fast, light tanks, also, will be a very useful adjunct to Cavalry in certain conditions; indeed, they would be indispensable if Cavalry is to retain its mobility in a modern European war; they require much more upkeep, however, and are much heavier and more expensive than armoured cars. They would be of great assistance in neutralising opposing armoured cars, and clearing houses, villages, hedges, etc., of machine-gun nests. They would probably be armed with a gun as well as machine guns, as is the French *automitrailleuse*. Great benefits would result from the combined training of units of this type with our higher Cavalry formations in order to establish close *liaison*, and work out co-operative tactics.

Co-operation of Cavalry and 'Cross-Country' Armoured Cars.

Armoured cars such as these would form part of every reconnoitring detachment; they would be invaluable in clearing up the situation when patrols are held up by fire, for subduing machine-gun nests, and for reconnoitring villages, woods, etc. They would thus save casualties among the mounted men, while accelerating reconnaissance and the breaking through of the enemy's screen.

They would be most useful in making what the French call *coups de sonde*—‘ sounding ’ the enemy's front well ahead—

and establishing whether certain localities are, or are not, held by the enemy; for forestalling the enemy at important points; holding bridge-heads, etc., until the Cavalry come up; for neutralising enemy armoured cars; and for the personal reconnaissance of Commanders.

Moreover, these duties would be much more efficiently performed by Cavalry and armoured cars if these were actually integral parts of the same formation.

Protection.—‘Cross-country’ armoured cars would be of great assistance to Cavalry in advance, rear and flank guards, and all protective duties.

Attack.—Such armoured cars would often be able, by flank action or surprise, to create opportunities for successful mounted attacks by Cavalry. The mobile support of their machine-gun fire would be invaluable in all offensive actions.

Pursuit.—Their speed and power of fighting would enable them to precede or support the Cavalry, according to the ground; or, by making wide turning movements, to intercept the enemy’s retreat, while the Cavalry attack his flanks and rear.

Frontier Warfare.—They would be of great value to Cavalry in warfare on, and across, the Indian frontier; in helping the placing and withdrawal of piquets, thus facilitating the passage of defiles; and in covering and supporting attacks, retirements, etc.

Mechanical ‘Cross-Country’ Transport for Cavalry.

The more complicated war becomes, the more equipment has to be carried, and with Cavalry the more weight this puts on the horse. This weight has reached a point which must restrict the radius of effective action of a Cavalry force. In modern conditions, when long distances have to be covered rapidly, the horses are quickly worn out, and a rest is necessary before the Cavalry is again able to take the field effectively.

Priceless opportunities for Cavalry action may thus be lost, as when, during the German retreat from the Marne in 1914 Sordet's Cavalry corps was worn out and ineffective owing to its previous exertions.

'Cross-country' mechanical transport would seem to be the answer to this problem: it would increase the radius of effective action of Cavalry, and also its staying power. This necessity for mobile transport for Cavalry is especially great now that the fire-power that Cavalry possesses not only means extra weight of ammunition to be carried, but also that the opportunities for the useful employment of Cavalry will probably be far more frequent. Lorries of this kind, which could keep up with Cavalry over open country, could also be used to carry Infantry attached to Cavalry.

Summary.

Light tanks, armoured cars and mechanical transport vehicles, which can accompany Cavalry over any ordinary open country, have now become, mechanically, an accomplished fact, though the development of this type of vehicle is still in its infancy.

It is difficult to imagine any Cavalry operation that would not be greatly assisted by the co-operation of 'cross-country' armoured cars.

For this co-operation to be efficient the armoured cars must be an integral part of Cavalry formations, in the same way that Horse Artillery batteries are; so that thorough mutual understanding becomes a matter of routine by continual use and training together.

The French have realised that Cavalry without efficient armoured cars cannot pull their proper weight in modern warfare; but, as their smallest organised Cavalry formation of all arms is the *Division légère*, the units of which are necessarily scattered in peace time, they have not the same

opportunities for close co-operative training that we should have if armoured cars formed part of our Cavalry brigades.

Now that our Cavalry has been so much cut down, it is more than ever essential that what remains should be very efficiently equipped.

If a start were made by equipping a selected Cavalry brigade with armoured cars taken from existing armoured car units, and converted to half-track, modifications could be worked out, experience gained, so that Cavalry armoured cars may be given the place that they deserve throughout Cavalry Training, Part II., now that the majority of the limitations mentioned in Chapter 11, Section 78, para. 8, will no longer exist.



INTERNATIONAL POLO, 1924

By LIEUT.-COLONEL T. P. MELVILLE, D.S.O.,
17th/21st Lancers

IT must be a source of considerable satisfaction to the much-abused Selection Committee to realise that no four men in England last summer would have beaten the Americans. It is, nevertheless, equally certain that, had they stuck to their original team, which they selected in November, 1923, and kept them together all through last summer playing in the various London tournaments the result of the Test Matches would not have been the fiasco it eventually proved to be. No four individuals, however brilliant they may be, are going to defeat a really good team, and when that team contains Dev Milburn and Tommy Hitchcock, both of whom, in my opinion, stand out head and shoulders above any player in the world to-day, it is merely suicide to ask them to attempt to do so.

The Americans take their International matches very seriously; no stone that could possibly be a bar to success is left unturned. Their organisation is so efficient, both as regards men and ponies, that nothing is left to chance, and their financial strength, backed by the colossal gate money, is a tremendous asset.

I think it will be generally agreed that Earl Hopping has been the outstanding player in London polo during the past two seasons; to be able to leave him out of their team denotes great strength. Moreover, time after time in practice matches

* From *The White Lancer*, January, 1925.

their International side defeated him and the three next best players by anything from 12 to 16 goals.

It must not be thought that they have no difficulties or troubles; they do, exactly the same as ours. They have just as many players as we have who think their inclusion in the team would strengthen it; the borrowing of ponies (much more extensively done than in England) causes just the same heart-burning as with us; it is inevitable that it should be so. Often have I heard the expression 'I wish the International Cup were at the bottom of the sea,' both on Long Island and at Hurlingham. These International contests are by no means popular with polo players on either side of the Atlantic, and for similar reasons, viz., the disorganisation of ordinary polo and tournaments due to trial matches, and the absolute curse of having to lend one's best pony to somebody else who as often as not ruins it.

The whole atmosphere for a considerable distance around Meadowbrook 'exudes' polo. Several people who live in the vicinity have grounds just as we have lawn tennis courts at home, and this is a far greater asset than people realise. First-class cricket on a really 'cut-up' wicket ceases to be first class, and exactly the same thing applies to polo. Our London grounds never get a chance, there are too few of them, and often and often, especially on Saturdays, matches take place when the turf is obviously unfit for play. The No. 1 Ground at Meadowbrook is practically not used for six weeks or more before the test matches, and as much care is bestowed upon it as on the courts at Wimbledon. Under these conditions fast and accurate play is comparatively easy. There is practically no missing, and it is only a question of how far the ball is going.

The boys out there home for their holidays play, and it was extraordinary to notice how improved they were this year from last. They are carefully coached by their fathers and mothers (*verb. sap.*), and several of them will undoubtedly

develop into test-match players. As regards the actual play, I do not believe the main tactics have altered, and I still look upon De Lisle's 'Polo in India' as the Bible of the game. The main differences between their play and ours is that they hit and ride harder than we do. In England we gallop when we see our opportunity; once that has passed we ease up until the next chance comes. The Americans *never* ease up, they go 'all out' from the time the ball is thrown in until the end of the chukker. There is plenty of work to be done, even though the ball is not at one's feet.

At home there is always someone 'nursing' a pony—this automatically slows up the game—out there they treat ponies as machines, and if they won't go on top speed from start to finish they are no good to them.

Many ponies are ruined, many are 'done in,' but the polo is good. It is a great help to a player to have a long purse!

I always think there is much nonsense talked in England about the so-called International pony. This mythical animal is, in the opinion of many, a big blood one that looks like winning a five furlong race at Ascot. An International pony is nothing more or less than a first-class tournament pony, one that can gallop like the wind, stop on its hocks when going at full speed, and ride off. Each of the American team had four such ponies. They play in all sizes and shapes. Hitchcock rode 'Perfection,' a coarse-looking one of 15·2 or more that played up to its name and not its looks ; Malcolm Stevenson played 'Cinders' (she and 'Belle of All' were the only two ponies which played for America in 1921 in this year's team), and another chestnut pony, both of which were about 14·2, and more than held their own.

That the Americans thought our ponies good is proved by the fact that they bid Lord Wimborne £12,000 for twelve of them at public auction.

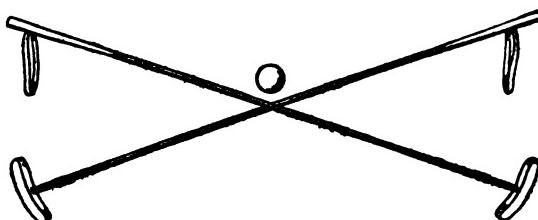
In conclusion, I do not believe there is any cause for

despair; we have struck a bad patch lately, but better times and players are surely coming, and if only the organisation is sound that cup can be retrieved, and sooner than is generally anticipated.

One word of advice to young players in the Service who aspire to fame: Spend more time in schooling and less in knocking a ball about on your tournament ponies.

Keep an old plug or two for practising hitting the balls and do it at 16 annas. Any other pace is useless.

Don't keep a car; have three ponies instead.



REGIMENTAL ITEMS OF INTEREST**PERIOD—SEPTEMBER 7 TO DECEMBER 7, 1924*****4th Queen's Own Hussars, Lucknow***

BALA CLAVA DAY, 1924, was celebrated by the 4th Queen's Own Hussars at Lucknow with the usual enthusiasm. In accordance with time-honoured custom, the band played *réveille*, and from that moment until midnight the spirit of revelry reigned. The sports programme was the feature of the day, the greatest interest being taken in the three hurdle races: Sergeant Mort, Corporal Baker and Trooper Carron thoroughly deserved their wins on The Whippet, Bunny Med and Number Two, respectively, for every rider rode all out. S.S.M. Watts, D.C.M., scored notable victories in the jumping and tent-pegging competitions, in the latter no fewer than seven entrants being left in to try their skill with edged pegs.

But perhaps the spectators best enjoyed the musical ride, in which four groups of riders appeared, wearing the uniforms of 1743, 1810, 1854 and 1914, respectively.

In the evening all ranks joined in an open-air dance, which made a fitting end to a memorable day.

Prior to Balaclava Day a successful rifle-meeting was held, in which the chief honours were divided between the regiment and the 5th/1st Punjab Regiment.

***The Northumberland Hussars Yeomanry, T.A.,
Newcastle-on-Tyne***

The Regimental History of the Northumberland (Hussars) Yeomanry has been published by Messrs. Constable & Co. in interesting book form, and covers the period from the date

of the raising of the regiment in 1819 to 1919. A review appears on another page.

In the Territorial Army Association Musketry Competitions for 1924, the Northumberland Hussars were successful in the following :—

Lord Lieutenants' Challenge Shield.

Winners.—‘B’ Squadron, Northumberland Hussars. The Shield, sixteen silver medals, and £25.

High Sheriff's Challenge Shield.

Winners.—‘B’ Squadron, Northumberland Hussars. The Shield, eight silver medals, and £10.

Second.—‘C’ Squadron, Northumberland Hussars. Eight Bronze Medals and £5.

B.S.A. Guns, Ltd., Challenge Trophy.

Winners.—‘B’ Squadron, Northumberland Hussars. The Challenge Trophy, nine Silver Medals, and £10.

Third.—‘C’ Squadron, Northumberland Hussars. Eight Bronze Medals and £3.

8th K.G.O. Light Cavalry, I.A., Peshawar

The regiment entered a team for Murree Brewery Cup at ‘Pindi’ in October, but were beaten in the semi-final by the winners—P.A.V.O. Cavalry.

From November 6 to December 6 the regiment took part in a large Cavalry concentration of six regiments near Campbellpur. On the last day a review was held at which the Northern Army Commander was present and took the salute.

21st K.G.O. Central India Horse, I.A., Risalpur, N.W.F.P.

The regiment won the Quetta Senior Polo Tournament.

Team.—Lieutenant H. A. Wansbrough-Jones, 1; Captain B. G. R. Dalrymple-Hay, 2; Captain A. H. Williams, 3; Major C. O. Harvey, 4.

PERIOD ENDING MARCH 7, 1925

5th/6th Dragoons, Bangalore

The regiment marched to Madras to take part in the Madras District Naval and Military Tournament. It is the first time for sixty years that a Cavalry regiment has done this march. Villagers came from many miles round to see the regiment *en route*.

At the Tournament the regiment gave a musical ride and a vaulting display.

We left a polo team behind to play in the Open and Limited Handicap Tournaments.

9th Queen's Royal Lancers, Abbassia

Sports.—The following are the results obtained by the regimental competitors in the Cavalry Brigade Horse Show :—

Ladies' Hacks.—1st, Mrs. L. W. Diggle.

Officers' Jumping.—2nd, Captain L. H. H. Harris.

Sword, Lance, and Revolver.—1st, S.Q.M.S. N. McIntyre; 3rd, Sergeant R. Ballard, D.C.M.

Dummy Thrusting (Sword).—(Class 6), 3rd, R.S.M. Woolgar; (Cl. 7), 3rd, Lance-Corporal Halifax.

Champion at Arms.—3rd, S.Q.M.S. N. McIntyre.

Dummy Thrusting (Lance).—1st, R.S.M. Woolgar; 2nd, S.Q.M.S. N. McIntyre.

Individual Tent-peggings.—Open (eliminated to two entries per unit, making a total of 22 entries), 1st, R.S.M. Woolgar.

Section Tent-peggings.—Open (total of nine entries), 1st, 9th Q.R. Lancers. Team: R.S.M. Woolgar, S.Q.M.S. N. McIntyre, Sergeant Ballard, D.C.M., Trooper Boddington.

Military Police Sports.—(Open to all Egypt.) Section Tent-peggings: 1st, 9th Q.R. Lancers.

Move.—Owing to the political situation in Egypt consequent on the murder of Major-General Sir Lee Stack, G.B.E., C.M.G., Sirdar of the Egyptian Army and Governor of the Soudan, the regiment was moved to Abbassia, Cairo, on December 1 and 2, and encamped at Polygon Camp.

10th Royal Hussars, Aldershot

The following regimental items may be of interest regarding events of the past year :—

Football.—Won Cavalry Cup for second time in succession. Won Aldershot Command Senior League (first time won by a Cavalry regiment). Won Aldershot Charity Cup (first time won by a Cavalry regiment). Knocked out of the Army Cup Competition in fourth round, after replay.

Pentathlon.—R.S.M. Vokins, M.M., 1st in Pentathlon, at Paris, for Great Britain, and 7th in the whole competition.

Boxing.—Captain C. K. Davy, M.C., won Feather-weight Competition of Army Boxing Association.

Shooting.—A.R.A. Captain A. S. Turnham won final stage of the Army Championship; was also in the Army eight (which won the United Services Cup).

13th/18th Hussars, Aldershot

Regimental Alliance.—The King has approved of the 17th Duke of York's Royal Canadian Hussars being allied to the 13th/18th Hussars.

2nd Lancers, I.A., Poona

The regimental sports were held on January 14 and 15, the Inter-Squadron Shield being won by 'C' Squadron. A very successful trick-riding display was given, and proceedings terminated with illuminated tent-pegging after dark.

The regiment furnished a Field Officer's escort in December, 1924, in connection with the visit of H.E. the Viceroy to Bombay.

Risaldar Major Urdmi Ram, I.D.S.M., has been selected for appointment as one of the Indian Orderly Officers to H.M. the King for the year 1925.

8th K.G.O. Light Cavalry, I.A., Peshawar

The regiment entered two teams for the N.W.F. Polo Tournament, which was won by the 'B' team. There was an entry of eighteen teams.

In the Indian Cavalry Polo Tournament, the regimental team was beaten, 11 goals to 4, by the P.A.V.O. Cavalry in the second round. The latter were themselves beaten in the final by Probyn's Horse. There was an entry of nine teams.

The Inter-Squadron Hockey Tournament took place early in January, and resulted as follows :—‘C’ Squadron (Sikhs) first with three wins (15 points); ‘B’ Squadron (Deccani Mohammedans) second with two wins (10 points); H.Q. Wing (mixed composition) third with one win (5 points); ‘A’ Squadron (Jats) fourth with no win.

The Regimental Weapon Meeting was held on January 8 and 9. Dafadar Meg Singh, ‘A’ Squadron, won the championship.

In the Indian Cavalry Tent-pegging Tournament, Lieutenant Tucker won the event open to British officers, taking three pegs in succession and scoring a touch in the final run-off with the peg edgeways.

The regiment won the section event in the above tournament, and were third in the individual. Twelve regiments competed.

9th R. Deccan Horse, I.A., Dera-Ismail-Khan

The regiment moved on relief to Dera-Ismail-Khan on November 1, 1924.

A Regimental Tent Club has been started, and two good pig were killed (one measured 34 inches and weighed 264 lb.) at Kulachi on January 11. The ‘khubar’ is good, and the going very fair, and it is hoped that good sport may be had in the near future.

15th Lancers, I.A., Lucknow, U.P.

The regiment took part in the Eastern Command Manceuvres near Delhi during January, 1925, and in the Review at Delhi on January 21.

17th O.V.O. Poona Horse, Bannu, N.W.F.P.

Inter-Troop Shield, 1924-25.—In the squadron eliminating rounds, the following troops were successful :—

- | | | | | |
|---------------|-----|-----|-----|-----------------------------------|
| A-3 Troop ... | ... | ... | ... | Jemadar Chander Singh, I.D.S.M. |
| B-1 Troop ... | ... | ... | ... | Risaldar Allauddin Khan, I.D.S.M. |
| C-2 Troop ... | ... | ... | ... | Jemadar Nihal Singh, I.O.M. |

B-1 won the final with 218 points.

Football Shield, 1924-25.—Was won by 'C' Squadron, who defeated 'A' Squadron in the final by one goal to nil.



NOTES**BATTLE HONOURS***Cavalry and Yeomanry Awards*

A further list of Battle Honours awarded for the Great War has been issued.

Those which have been selected to be borne on Colours or Appointments are printed in capitals :—

The North Somerset Yeomanry (Dragoons).

‘ YPRES, 1914, ’15,’ ‘ FREZENBERG,’ ‘ LOOS,’ ‘ ARRAS, 1917,’
‘ SCARPE, 1917,’ ‘ FRANCE AND FLANDERS, 1914–18.’

Pembroke Yeomanry (Castlemartin) (Hussars).

‘ Somme, 1918,’ ‘ Bapaume, 1918,’ ‘ HINDENBURG LINE,’ ‘ ÉPÉHY,’
‘ PURSUIT TO MONS,’ ‘ FRANCE AND FLANDERS, 1918.’ ‘ EGYPT,
1916–17.’ ‘ GAZA,’ ‘ JERUSALEM,’ ‘ JERICHO,’ ‘ TELL AZUR,’
‘ PALESTINE, 1917–18.’

Herts Yeomanry (Dragoons).

‘ SUVLA,’ ‘ SCIMITAR HILL,’ ‘ GALLIPOLI, 1915.’ ‘ SUEZ
CANAL,’ ‘ EGYPT, 1915–16.’ ‘ MEGIDDO,’ ‘ SHARON,’ ‘ DAMASCUS,’
‘ PALESTINE, 1918.’

Bedfordshire Yeomanry (Lancers).

‘ SOMME, 1916,’ ‘ FLERS-COURCELETTE,’ ‘ CAMBRAI, 1917,’
‘ FRANCE AND FLANDERS, 1915–18.’

Essex Yeomanry (Dragoons).

‘ YPRES, 1915,’ ‘ ST. JULIEN,’ ‘ FREZENBERG,’ ‘ LOOS,’ ‘ ARRAS,
1917,’ ‘ SCARPE, 1917,’ ‘ FRANCE AND FLANDERS, 1914–18.’

Ex-CAVALRYMEN'S ASSOCIATION**135, Regency Street, S.W. 1**

The first public announcement of the formation of the Association was made in the press early in December last. Since that date, offices have been opened at the above address and a large number of communications have been received from ex-cavalrymen all over the country.

As regards the employment side, over 230 men have been registered for employment; of these, 60 have been placed in situations.

Men desirous of obtaining employment apply personally when possible, otherwise by letter, daily between the hours of 9.30 a.m. and 1 p.m.

The Association is in touch with a large number of big employers of labour and with hotels, clubs, etc. At the present moment the demand exceeds the supply in the case of single men who have had experience as officers' first and second servants, mess-waiters and farriers. There is great difficulty in placing married men with large families.

As regards the social side, a meeting was held in the Drill Hall of the 1st Battalion, The London Regiment (by kind permission of Colonel Marchment) on February 26, over which Colonel Cavendish presided; at this meeting a statement was made as to the objects of the Association and a representative committee of all ranks was appointed to consider the lines of future development. The Committee has met twice since the meeting referred to and the whole question of how best to promote the interests of ex-cavalrymen is being very carefully considered.

RELIEFS, 1925-26

Unit.	Present station.	Station at end of 1925-26 Trooping Season.
The Life Guards (1st and 2nd)	Regent's Park Bks....	Regent's Park Bks.
Royal Horse Guards ...	Windsor	Windsor.
1st King's Dragoon Guards ...	Rhine	Rhine.
The Queen's Bays ...	India (Sialkot) ...	India*.
3rd/6th Dragoon Guards ...	Colchester	Colchester.
4th/7th Dragoon Guards ...	India (Secunderabad)	India.*
1st Royal Dragoons ...	Aldershot	Aldershot.
Royal Scots Greys ...	India (Meerut) ...	India (Meerut).
3rd Hussars ...	Egypt (Abbassia) ...	Egypt.*
4th Hussars ...	India (Lucknow) ...	India.*
5th/6th Dragoons ...	India (Bangalore) ...	India (Bangalore).
†7th Hussars ...	Edinburgh	Tidworth.
8th Hussars ...	York	York.
†9th Lancers ...	Palestine	Egypt.*
10th Hussars ...	Aldershot	Aldershot.
†11th Hussars ...	India (Risalpur) ...	Shorncliffe.
†12th Lancers ...	Tidworth	Egypt.*
13th/18th Hussars ...	Aldershot	Edinburgh.
14th/20th Hussars ...	Tidworth	Tidworth.
†15th/19th Hussars ...	Egypt (Helmieh) ...	Palestine.
†16th/5th Lancers ...	Egypt (Abbassia) ...	Tidworth.
†17th/21st Lancers ...	Tidworth	Aldershot.

* Actual stations of these units have not yet been arranged.

† These moves have not yet been definitely decided.

SCOTTISH NAVAL AND MILITARY VETERANS' RESIDENCE
Whiteford House and Callander House

We have been asked to draw attention to the above residence, which is situated within 100 yards of the Palace of Holyrood. It provides board and lodging for ex-Service men and endeavours to assist them to obtain employment and in other ways. Further particulars will be given on application to the Hon. Secretary, 19 Heriot Row, Edinburgh

HOME MAGAZINES

The Editor acknowledges with thanks the receipt of the following journals :—

<u>TITLE.</u>	<u>Date.</u>
Faugh a Ballagh. (R. Irish Fus. Regtl. Journal.)	Oct., 1924, and Jan., 1925.
Artists' Rifles' Journal	January, 1925.
The Ypres Times	January, 1925.
The Gunner	Nov. and Dec., 1924, and January, and March, 1925.
Journal of the R.A.M.C.	Nov. and Dec., 1924, and Jan., Feb., and March, 1925.
Royal Tank Corps Journal	Nov. and Dec., 1924, and Jan., Feb., and March, 1925.
On the March. (Royal Army Temperance Association).	Dec., 1924, and Jan. and Feb., 1925.
The Royal Engineers' Journal	December, 1924, and March, 1925.
The R.A.S.C. Quarterly	January, 1925.
The Fighting Forces	Dec., 1924, and March, 1925.

HISTORICAL RECORD OF SWORDS

The Imperial War Museum authorities are preparing a record of the swords which have been and are in use in the British Army, and the Curator of that Institution has been authorised to communicate with Commanding Officers of units with a view to obtaining particulars on the subject. The information being collected is required purely for historical purposes, and, in order that the record may be as complete as possible, Commanding Officers are being invited to furnish the Curator with full details concerning any variations in the designs of hilts and blades of swords which have taken place from time to time.

CORRESPONDENCE

The following has been received from a correspondent in Paris :—

‘ I read the Pig-Sticking article with much interest and many memories.

. . . . I see that Lieutenant Finch, 11th Hussars, speared a panther at Muttra. In the beginning of the cold weather, 1897, seven spears (including the late Colonel J. B. Scriven, who was killed commanding the 21st Lancers on the Frontier during the late war when he was gallantly leading his regiment in a charge, and General J. B. Jardine) got over 20 pig and a panther; the latter, if I remember aright, was speared by Lieutenant Jardine (as he was then). The exact number of pig was either 21 or 22; they were all good rideable boars.’

A VALUABLE COLLECTION OF CAVALRY ARTICLES

It may interest those of our readers who are members of the Royal United Service Institute to know that a most valuable collection of articles on Cavalry has been presented to the Institute Library by General Greenly, a list of which is given below. The R.U.S.I. library is the best collection of military literature in England. The subscription is only 10s. per annum and subscribers are allowed to have four books out at a time :—

GENERAL GREENLY'S COLLECTION. CAVALRY ARTICLES.

Volume I.

Cavalry Armament.

The Cavalry and its Principal Arm (Eques, Cavalry @ Eques).

Can Cavalry Charge Unbroken Infantry ?

German Ideas on the *Rôle* and Employment of Cavalry.

Cuirassiers et Lanciers.

Military Equipment.

Lancers and Lances.

Primary Conditions for the Success of Cavalry in the next European War.

La Cavalerie Russe dans la Guerre Russe-Japonaise.

La Cavalerie Russe dans la Guerre contre les Japonaise. Zaleskie.

Ditto, by Nidvine.

La Couverture au cours de la Campagne de l'Est (1870-71).

Campagne de Turenne dans la Haute Alsace.

Cavalerie aux Manœuvres et Cavalerie en Campagne.

Volume II.

La Cavalerie dans la Guerre Russo-Japonaise et dans l'Avenir. General Sedoya.

Die Reiterei im Ostasiatischen Feldzuge. Graf Wrangel.

Horse Artillery with Cavalry. Colonel J. Du Cane.

Die Gefechtspatrouille der Cavallerie. Graf von Gersdorff.

The Cavalry of the Grand Army in 1805. Captain G. M. Orr.

The Mounted Officers' School at Fort Riley. Captain Cameron.

Die Französische Militärreitschule in Saumur. Lieutenant Trantz.

The Strategic Use of Cavalry. Lieutenant Gleanes.

Die Offizier-Patrouille. General von Kleist.

Tandances actuelles de la Cavalerie allemande. Capitaine Niessel.

The Uses of Cavalry and Mounted Infantry in Modern Warfare. Brigadier-General Bethune.

The Horseman of the Future. Colonel C. J. Younghusband.

Volume III.

The Federal Cavalry with the Armies in the West, 1861-1865. Captain Stuart, U.S.A.

The Russian Cavalry during the Russo-Japanese War. Capitaine S. Nidoine.
(Translated in *J.U.S.C.A.*)

Modern Cavalry. General J. H. Wilson. (Review of Cavalry in Future Wars.)

Notes on the Use of Cavalry in the American Civil War. Major L. N. Younghusband, 19th Lancers.

The Training of the Cavalryman. Captain von Ebert, 24th Saxon Cavalry Brigade. (With Remarks by General D. Haig.)

The Strategical Employment of Cavalry. Colonel H. Gough, 16th Lancers.

Le Service en Campagne dans la Cavalerie allemande. P. S.

Volume IV.

L'Organisation et l'Instruction de la Cavalerie. P. S.

Cavalerie contre Infanterie. Joran.

Combat à pied et l'Instruction du Tir. R.

La Cavalerie et ses Détracteurs. C.

Meschenco's Raid on Yinkow, January, '05. Knox.

Cromwell as a Soldier. Cherrier.

Volume V.

La Cavalerie dans la Découverte et les Prises de Contact. A.

La Cavalerie aux Manœuvres du Centre. Aubier.

La Patrouille de Cavalerie sous toutes ses Formes.

- The Importance of Fighting Dismounted for Cavalry. Immanuel.
 Un Combat de Cavalerie à pied.
 Méthode de l'Instruction du Tir dans un Esquadrão. J. P.
 The Dismounted Action of Cavalry. Pelet-Narbonne.
 Dismounted Action of Cavalry.
 Cavalry on the Battlefield. Eques.
 The Use of the Horse Soldier in the Twentieth Century. Battine.
 Un Opération de la Cavalerie japonaise.
 The Employment of the Cavalry in the Russo-Japanese War. Captain Hay.
 Cavalry at Sadowa. Battine.
 The Russian Cavalry at Mukden. Aubert.

Volume VI.

- Studies in Applied Tactics. Cavalry in Battle, August, 1870. By P. Lethautcourt. (Translated by Major E. Makins.)
 En Marge de la Bataille de Rezonville. Par le Général Cherfils.

Volume VII.

- Étude sur Sédan.
 Cavalerie. Ecole de Régiment. De Sereville.
 The Lance as a Cavalry Weapon. Mayne.
 The Rôle of Cavalry in Modern War. Von Pelet Narbonne.
 Cavalry Past and Present. Western.
 Can Cavalry charge Unbroken Infantry? Tennant.
 Can Cavalry charge Unbroken Infantry? A Reply. Glasfurd.

Volume VIII.

- Cavalry of Frederick the Great. Greenly.
 Cavalry under Napoleon. Barrow.
 Kilpatrick's Raid. Curry.
 Egyptian Cavalry in 1898 Campaign. Haig.
 Cavalry in Russo-Japanese War. Hamilton Grace.
 Russian Cavalry on the Yalu, 1904. Von Esebeke.
 Strategical and Tactical Reconnaissance by Cavalry. Ferguson.
 Cavalry Reconnaissance. Notrofe.
 Employment of Cavalry in Battle. Barrow.
 Further Letters on Cavalry. H. Gough.
 War and the *Arme blanche*.
 Cavalry in Frontier Warfare. Crombie.

Volume IX.

- Le Service à court terme.
 L'Instruction des Chefs.
 Règlements d'Exercices de la Cavalerie allemande.
 Evolutions et Combats de la Cavalerie.
 Idées allemandes sur la Cavalerie.

DRAGOON GUARDS BATTLE HONOUR SCROLLS

An Army Council Instruction states that the Great War battle honour scrolls of the Dragoon Guards and the Dragoons of the Regular Army will be affixed, under regimental arrangements, to the reverse side of standards or guidons in the order of precedence laid down in the Monthly Army List. The order of precedence of honours is across the standard or guidon, and no deviation from this order will be permitted. All honours awarded prior to the Great War will be first removed from the reverse side of standards or guidons and the new scrolls then felled on.

YEOMANRY DRAGOON BATTLE HONOUR SCROLLS

A complete set of Great War battle honour scrolls, ready for affixment, is to be issued to each Yeomanry Dragoon regiment, including those regiments now converted into other arms, which were authorised to carry guidons prior to the reconstruction of the Territorial Army. These scrolls, together with any pre-war battle honour scrolls, will be emblazoned under regimental arrangements on the obverse and reverse sides of the guidon in the order of precedence laid down in the Monthly Army List. The order of precedence of battle honours is across the guidons and no deviation from this order will be permitted. Any honours awarded prior to the Great War will be first removed from the obverse and reverse sides of the guidon, and the whole of the scrolls will then be felled on.

A REMINISCENCE

My first meeting with the 18th Light Dragoons was more than 'sixty years since.' At the end of the fifties of the last century their Head Quarters were at Dublin or Newbridge, with a detachment in Dundalk, and included in the latter was

the troop commanded by my uncle, Captain R. Macneill, whose father lived at Mount Pleasant, a place in the neighbourhood.

An inquisitive child of six was unable to extract any information from his nurse as to the use and purpose of certain rustic tables in course of erection on Mount Pleasant 'Lawn'; but the delight of that child was great when in the course of the afternoon a body of cavalry was seen through the trees marching upon the house; Captain Macneill, in fact, had brought his troop out for a military pic-nic.

The men were in marching order and were followed by a waggon with some line gear and, I think, a tent or two. Then began evolutions of the most entrancing description: a carbine attack on a wood, cavalry charges, pursuing practice, etc., etc. Then the horses were picketed, the tents pitched and the mysterious rustic tables displayed the reason of their construction.

After a time, there came a burst of song, one ballad in particular being received with great applause by the civilian audience; it was called 'Wait for the waggon and we'll all take a ride;' the singer had a good voice and I remember my grandmother personally asking for an encore.

And so the day wore on and little boys were sent to bed; but I can remember the cheery groups still gathered round the tables when *lassatus sed non satiatus recessi*. What followed I cannot vouch for: it may have been mere harness-room gossip that filtered into my brain; but I am under the impression that some of the gallant 18th *did wait for the waggon* and that a few led horses were seen upon the road.

Unfortunately, there is a tragic sequel: the fine young trooper who sang 'Wait for the waggon' was killed next day in the Riding School; the top half of a door had been left open, his horse bolted and jumped the lower half and he hit his head against the archway.

DOMINION AND FOREIGN MAGAZINES

THE United States *Cavalry Journal* begins the new year with a capital January number. Major-General W. H. Carter writes on the 'Early History of American Cavalry,' and tells us that the first cavalry unit was the Battalion of Mounted Rangers formed in 1832. This battalion had the honour of mention in Washington Irving's 'Tour of the Prairies'; though one of its members, a Captain B—, '6 feet 7 inches in height, a fine-looking man with long black whiskers,' and also with a convivial nature, might have stepped straight out of the pages of Bret Harte. Entering a store one cold morning, where none of the crowd about the fire offered him a seat, he picked up a keg, believed to contain gunpowder, and threw it into the fire, remarking, 'By the eternal, gentlemen, I think we have lived long enough.' The keg was empty—and so was the store, save for Captain B— in a very short time. A very interesting note is that on the Spanische Hofreitschule at Vienna, built in 1735. 'During the starvation period 1919–20, the staff of the school, one officer and six N.C.Os., went without food themselves in order to provide forage for their horses, one of the finest examples of the love of man for the horse and the traditions of horsemanship.' There are two articles on the 1924 Endurance Ride, each containing a portrait of 'Peggy' who won it; and it is evident, from Peggy's appearance and demeanour in one of these photographs, that she is perfectly conscious of having done so—aided, of course, by her rider, Private Samuel J. Matheson, of the 3rd Cavalry. There is some very spirited writing in an article called

'Allons,' by Mark VII. For example: 'What the master-minds of twenty General Staffs have not yet observed is that only two times in the war was a field army put out of business—and on each of these occasions it was done with great masses of cavalry handled by competent cavalry commanders, to wit, Allenby and von Mackensen.' Mark VII. adds: 'which is the difference between doing the job the way God intended it, Sir, with Cavalry, and letting the enveloping movement be executed by a lot of mealy-mouth politicians.' Another valuable article is that on the Cavalry School at Fort Riley, which includes a reservation of some 22,000 acres on which every possible kind of jump and fence has to be negotiated. The lines quoted in this article:—

"The heart that thumps at taking jumps
Had better sit with the Pink Tea Chumps"

are new to me; and, although one can guess what a 'chump' is, 'pink tea' is a beverage unknown, I think, in this effete old country. But it does not sound very nice, much less pleasant, one would imagine, even than 'near beer.' It would be a kindness if the United States *Cavalry Journal* would, in some future issue, elucidate this dark point for the benefit of its readers 'over here.'

The French *Revue de Cavalerie*, like Phyllis in the old ballad, 'never fails to please,' and the number for November-December, 1924, is particularly pleasing. General Descoins has in it a very interesting article on the 'Eastern Origins of Horsemanship,' and quotes an Arab document of the end of the eleventh century, obviously written by some Arab Hayes of the period. He points out that the Greeks and Romans troubled little about horsemanship; not much more than a Professor he remembers some thirty years ago at St. Cyr, who briefly dismissed equitation as 'l'art de se tenir en équilibre sur un cheval.' The practical value of the lessons contained in the old Arab documents he quotes is, he tells us, somewhat discounted by the fact that the

professors who know Arabic very well do not know anything whatever about horses, and will, for example, translate a word which obviously means 'stirrup' as *suspensoir*. An article by Captain Boussert on 'Cavalry Operations in Morocco in 1923,' gives a vivid description of cavalry work in the Atlas country which, where it was not impassable and rocky ravines, was mud of very high adhesive power. In spite of this, 'le moral de la troupe reste excellent, les hommes sont gais.' There is also a continuation of an article on the British Cavalry in Egypt, 1914-18; and, amongst other instructive material, a brief biographical sketch of General de Mitry, who, we are told, continued the good work which General Gallifet began.

La Guerra y su Preparación for October, 1924, begins with an historical article on 'Ancient Cartography compared with Modern,' and reproduces a sixteenth century map of Spain in which mountains are pleasantly represented as neat little mole-hills, or so they appear to be. There is also the first part of an instructive essay on the use of artillery during disembarkations and, amongst other articles, a useful note on the history and organisation of the Italian Alpini. The November number contains the first section of an important article, 'A Doctrine for the Tactical Employment of all Arms,' which may be regarded as a confession of faith, so far as tactics are concerned, of the Spanish General Staff. It also contains a valuable note, with statistics and illustrations, on the present state of aviation in the United States. Another item that should be mentioned is a note on the organisation and tactics of the Italian infantry. The most interesting article in the December number deals with 'A Visit to the Italo-Austrian Front.' This, which is to be continued, is an excellent account, not only of this particular theatre of war, but also of the operations which were conducted there. The author, Captain Count de Llovera, in explaining the reasons for Italy's intervention on the side of the Allies, makes use

of a peculiarly happy phrase—‘the Triple Alliance was a *platonic* Alliance,’ which is a *mot* which deserves to be remembered. This December number contains a table of contents for the year 1924, from which it is evident that *La Guerra y su Preparación* is a periodical of the greatest value to any student of military affairs, provided, of course, that he can read Spanish.

The November–December number, 1924, of *La Cooperazione delle Armi* (now two years old), issued under the auspices of the Comando delle Scuole Centrali, Civitavecchia, does not quite act up to its title, as the only article of Cavalry interest in it is a notice of Lieut.-Colonel Brandt’s ‘Gefechtsaufgaben für Kavallerie.’ There are two articles dealing with artillery, and others on mountain warfare, colonial warfare, infantry tactics and fortifications. An interesting article is that by Colonel Bianchi d’Espinosa, which deals with the duties of an army officer as a soldier and as a citizen. This abounds with ‘wise saws and modern instances,’ such as *qui bene amat bene castigat* (rather like our ‘spare the rod and spoil the child’). It also contains a sensible *obiter dictum*: ‘When you have occasion to address your men, be as brief as possible. Soldiers are easily bored.’ Which is true of other people besides soldiers: there is another body militant that might make a note of this. There is also a valuable table setting out the military and naval expenditure of the countries of the world in 1913–14 and 1923–24. It is flattering to find that the countries in this list, which is arranged in no particular order, begin with Regno Unito.

An editorial announcement tells us that in future the *Cooperazione* will come out in monthly parts. It has, apparently, already justified its existence, as we are told that 5,500 copies were printed of the number under consideration.

Perhaps one may be allowed one gentle criticism. Is not the badge of the magazine, as shown on the cover of this

number, rather of the mechanicalised order? A *carro armato* is not exactly a thing of beauty, even when surrounded with ordnance, and with rifles and lances as supporters.

The flame which it is the object of the Italian review *Alere Flammam* to keep burning is the sacred flame of patriotism. This *Bollettino del Cabinetto di Cultura della Scuola di Guerra* has just entered on its third year with the number for January, 1925. It begins with a learned article by Signor E. Crosa on the military powers of the President of the German Republic as laid down by the Weimar Constitution of July, 1919. There is also in this article some valuable historical matter. We are reminded that in the French constitution of 1848 it was expressly laid down, 'Le Président dispose de la force armée sans pouvoir jamais la commander en personne.' Which is just as well, for Presidents are not as a rule, as they say in the United States, 'built that way.' Colonel Vacca-Maggiolini contributes a biographical sketch and appreciation of Carlo De Cristoforis, a name little known in this country, though highly honoured, and justly so, in Italy. He fell, at the early age of thirty-five, when fighting with the Garibaldini against the Austrians at the Battle of San Fermo in May, 1859. It is interesting to read that, in 1855, he was a volunteer in the British Italian Legion, but was, to his great regret, too late to see service in the Crimea. In 1857-58 he taught fortification and topography at a crammer's in London. His posthumous work on the nature of war, published in 1860, 'Che cosa sia la guerra,' is, one gathers, regarded as a military classic in Italy. It is not known in this country, although there is a copy in the British Museum Library. Another interesting article deals with the state of affairs in Egypt, in which, we are reminded, Italy is particularly interested as her possession, Cirenaica (Italian Libia), is a next-door neighbour. The *Alere Flammam* is a valuable addition to the growing list of military periodical publications.

The *Journal of the United Service Institution of India* for January has, as is always the case with this periodical, a very pleasant variety in its contents. It begins with 'Some Thoughts on Advanced Guards and their Command,' by Major-General Sir W. H. Anderson; and another article that carries equal weight is 'The Course of Future Wars,' by Major-General Sir W. E. Ironside, reprinted from the *Journal of the Royal Artillery*. Major M. Everett contributes an interesting article on 'The Destruction of Makin, February, 1923.' He says that he speaks entirely as an engineer; indeed, one gathers as much from his remark that 'there is only one way to destroy a village, and that is to enter it and blow it up and burn it.' He adds (*rien n'est sacré pour un sapeur*) that 'neither the R.A.F. or the Royal Artillery are able, with the equipment they have in India, to do any very serious damage to a village.' He also says—and, indeed, many will agree with him—'the killing of fruit trees is a mistake: after all, the Mahsuds are subjects of the Crown, and fruit-tree killing is likely to cause bitterness for many years.' When an attempt was made to 'do in' Makin (as operation orders pleasantly put it) by gunfire, the results were not very good, owing to the extraordinary strength of the mud and stone buildings. There are two valuable articles on Gallipoli. The first is 'The Tactical Withdrawal by Night.' The author, 'Skander Bey,' attributes our success to the very poor intelligence system of the Turks which, in its turn, was due to the fact that, 'in spite of all orders, patrols [on the Turkish side] could not be persuaded to verify the existence of an enemy who had so lately given such a good account of himself. The other Gallipoli article, by Colonel C. M. Wagstaff, deals with 'The Underground Cities of "old" Anzac,' into which the original shallow firing-trenches gradually developed. It is very interesting to read that the afternoon before the last party left Anzac the men, who all wished to leave their dug outs in good order for the Turks to see, 'were busy tidying

up and polishing the clay walls and roofs and repairing the floors tiled with a pattern of bully-beef tins and cartridge cases.' No book has been issued of recent years in English on tactical problems : many may, therefore, like to know that Colonel R. J. Collins has written two 'Solutions of Tactical Problems off the Map' for this *Journal*, of which the second appears in the number under consideration. It is stated in the Editorial that 'a correspondence column will in future be a regular feature of the *Journal*.' Which is excellent news. Let us hope it may lead to some animated controversies or 'scraps' on (not of) paper, which always tend to elucidate obscure matters in a manner particularly pleasing to the reader and student.

The *Canadian Defence Quarterly* for October, 1924, the first number of its second volume, maintains the high standard it set itself in its previous issues. 'The Father of the Canadian Artillery' gives us a lively sketch of Major-General T. B. Strange, a soldier of sound practical ideas. When a Lieutenant-Colonel he was 'sceptical about the value of breech-loading guns in a Canadian winter, but his expressions of doubt as to their efficiency passed unheeded at Ottawa. One winter's night the sleeping inhabitants of Quebec were startled by the thunder of cannon. The indignant protests which had been anticipated were duly made to Ottawa, and Strange was called upon to account for his conduct. He explained that, no notice having been taken of his request for a winter test of the new guns, he had made one himself, but that, before the breeches could be opened, bonfires had had to be maintained under them for half an hour.' This, if persisted in, would no doubt have led to some such words of command as 'kindle your bonfires,' 'deflate your bellows,' and so on. On another occasion, having in vain called the attention of the authorities to the bad state of repair of the gun-carriages of a battery, 'he caused the guns to be galloped over rough ground till one by one the wheels or axles broke.'

General Strange appears, in fact, to have constantly waged war on Red Tape. 'Some Lessons from a Four Days' Cavalry Trek,' by Major R. S. Timmis, tells us how a squadron marched from Toronto to Niagara, and sets out the valuable lessons thus learnt. The writer points out 'the difficulty of getting the right type of serviceable remount in Ontario.' This he attributes to 'the curse of horse-breeding to-day, five-furlong races and the racing of yearlings,' one of which curses is not unknown in this country. A specially pleasant article is 'A Dialogue between a Soldier and a Pacifist,' by Captain E. L. M. Burns. The Pacifist brings up all the stale old arguments and is heavily routed. But, although one does not like pacifists, one is inclined to think that the Soldier treated this particular specimen with rather unnecessary cruelty when he fired off at him a page-and-a-half out of Herbert Spencer. He might have dealt with him, quite as effectively and more briefly, as the Bishop in the Bab Ballads did with the argumentative divine—

'“ Oh Bosh ! ” The Worthy Bishop said,
And walked him off, as in the picture.’

Another very interesting article, especially to cartographers and topographers, is 'The Military Survey of Canada,' by Colonel J. Sutherland Brown.

F. J. H.



RECENT PUBLICATIONS

‘The History of The Northumberland (Hussars) Yeomanry, 1819–1923.’ Edited by Howard Pease, M.A., F.S.A. Constable. 17s. 6d. To be had on application to Mr. C. N. Fairburn, Regimental Headquarters, Northumberland Yeomanry, Northumberland Road, Newcastle-on-Tyne.

THE volume opens with a foreword by Field-Marshal the Earl of Ypres, who, as Captain J. D. P. French, 19th Hussars, was Adjutant of the Northumberland Hussars in 1881. It is interesting to notice throughout the course of the book the frequent connection between this regiment and the two regular cavalry regiments which now form the amalgamated regiment of which the Earl of Ypres is Colonel. These two regiments have provided a large proportion of the adjutants, and in each campaign in which this Yeomanry regiment has taken part it has served under the command of officers of these two Regular regiments. In the South African War it formed part of the command of Colonel Meyrick (now Sir F. C. Meyrick, Bart.), an old 15th Hussar; and in the Great War it formed part of the Expeditionary Force of which Sir John French himself was Commander-in-Chief. Again, when, in April, 1915, ‘B’ Squadron was sent to the 1st Infantry Division as divisional cavalry, it was a squadron of the 15th Hussars that it relieved.

In a general preface, the editor lays claim to two especial distinctions of which the regiment is deservedly proud: one, that of being the sole ‘Imperial Service’ Yeomanry before the Great War broke out; the other, that of being the first Territorial unit *in action* in 1914.

The history is presented in five parts, for each of which various officers are responsible.

Part I. deals with the raising of the regiment, which, as recorded in the last number of the JOURNAL, took place in 1819, and details the progress made down to the time of the South African War.

Part II. covers this latter period and makes mention of the regimental camps held between that time and the outbreak of the Great War. The fortunes of the regiment from 1914 to 1919, which occupy the greater part of the book, are dealt with in the next two parts.

Part III. carries the story down to the early days of 1917; while Part IV., for which Major Alan Reynolds is responsible, covers the time during which he held the command of the regiment.

The hopes and disappointments and the vicissitudes of fortune which befell the regiment are faithfully chronicled, and the account of the action of August 22, 1918, is one which might well form the foundation of many a good lecture.

Several individual acts of bravery are recorded in detail, among them being that of a certain Corporal Pigg. It is stated that this N.C.O. was noted before the war as a hard rider to hounds; and is it by mere coincidence that it is also stated, in an earlier part of the volume, that the immortal James Pigg, Jorrocks's huntsman, was a native of the county which furnished the regiment of which the corporal of the same name was such a gallant member?

The second and third line regiments are each allotted a space in Parts IV. and V., while a supplement carries the tale down to 1923.

An appendix gives a list of casualties, and of honours and awards; and there is an index of names.

This very readable book is well-produced and profusely illustrated, and contains a good general map. It is, perhaps, a pity that certain references are given to other maps which

are not readily available to the general reader; but, in spite of this, it is a book which should undoubtedly find a place on the shelf of every Northumberland Hussar, and of all others interested in the history of their county.

R. H. O. H.

'Horse-Sense and Horse-mastership of To-day.' By Lieut.-Colonel Geoffrey Brooke, D.S.O., M.C., Commanding 16th/5th Lancers (lately Chief Instructor, Cavalry Wing, Equitation School, Weedon). Constable & Co., Ltd., London. 15s.

'EAVENS, what a lot of rubbish has been written about 'osses,' says Mr. Jorrocks; and, judging by some of the articles in the weekly papers, we still have our Gambados.

It is, therefore, doubly refreshing to take up Colonel Brooke's book, which is the work of an expert.

I have heard him described as the finest horseman in the British Army, which, with all due respect to the civilians, means in Great Britain; and although there are better men among the specialists in the various forms of horsemanship, he is probably unequalled as an all-round horseman and can claim his title on his performances.

In his book he gives us the benefit of his knowledge acquired by many years of study, both of theory and practice, and a vast experience with all sorts of horses in all branches of horsemanship.

Chapter V. particularly appeals to me, as it exposes the danger of extremist theories and upholds the happy mean; but Chapter IX., in which Brooke lets himself and his young horse go, will delight all lovers of sport.

I don't quite understand why 'Spurs' are included in Chapter VII., which is headed 'Prevention is better than cure,' and deals with the ailments of young horses, and suspect that the author was carried away by the beautiful alliteration Spavins, Splints or Spurs.

The illustrations are excellent, and much might be learnt from them alone; but every word of the book is worth reading.

From a purely literary point of view, it may have its shortcomings, but it is the 'real stuff . . . the concentrated XXX of sporting'; and if 'Inglorious Youth' will but read, mark, learn and practise the principles set forth in it, we may some day resume the title which is sometimes claimed for us of 'A Nation of Horsemen.' G. A. W.

'Main Features of the Japanese and other Pacific Problems.

By 'Watch-dog,' Sifton, Praed & Co. 9d.

THIS pamphlet, which consists of a collection of articles originally published in the *Morning Post* during the summer of 1923, gives in a concise and handy form the main points connected with the problems of Japanese expansion, and the need of adequate security at Singapore as an insurance on behalf of Imperial interests in the Far East.

It should form a useful basis for further study of these and allied subjects.

R. H. O. H.

'The Influence of English Literature on Urdu Literature.'

By Sayyid Abdul-Latif. Forster, Groom & Co. 5s.

THE present writer does not mind confessing that before he read this most interesting book, he knew about as much of Urdu literature as the reviewer on the *Eatanswill Gazette* knew of Chinese metaphysics. It appears that Urdu for very many years could not contend with Sanskrit, which means 'polished or purified,' and was regarded as a 'Prakrit,' that is to say, a 'hybrid and rustic jargon.' And when it was ultimately used as a literary medium, its literature consisted entirely of artificial and imitative verse, the writers of which were compelled to conform to the tastes of their patrons, which seem to have been chiefly drunkenness, dissolution and

cock-fighting—not very inspiring subjects unless one is an Anacreon.

It is interesting to note that the founder of the new school of Urdu poetry, Sayyid Altaf Husayn Hali, confesses that when a young man, 'when the mood for drinking wine came upon me, jar after jar was rolled away empty and withal there was no satiety. Sometimes I pressed my forehead on the threshold of a tavern, sometimes begged at the door of a wine-seller.' This, of course, is deplorable, but poets will be poets, and probably a good many poets in the Western world might, *mutatis mutandis*, have made a similar confession.

Another Urdu poet, with a name so long that one may be pardoned for not giving it, translated, at the end of the last century, Gray's 'Elegy' into Urdu, and then, inspired to original efforts, 'chose the subject of blank verse itself for rendering in blank verse.' He may possibly have said to himself as he did so, 'this beats cock-fighting.'

As regards Urdu prose, its foundation was laid by a Scotchman, J. B. Gilchrist, the Oriental scholar who, born in 1759, went to Calcutta as medical officer in the service of John Company in 1788—not 1883 as stated in this book—not even a Scotchman could have performed such a feat. He was an eccentric personage, but, thanks to his initiative, a number of English works have been translated into Urdu. How whimsically delighted Charles Lamb, for instance, would be to know that his, and his sister's, 'Tales from Shakespeare' have been so translated. And, at the same time, how disgusted Elia would be to learn that two other works which have been similarly honoured are 'Vendetta' and 'The Soul of Lilith' by the late Miss Marie Corelli. Why, even Miss Eth—, but comparisons are odious. One reads with interest that an eminent Urdu novelist carefully avoids all love affairs in his novels 'out of deference to the prevailing moral sentiment that love stories should not be placed in the hands of

the gentler sex.' Which is enough to make the original Mr. Mudie turn in his grave.

This book, written as a thesis for the degree of Ph.D., has been approved by the University of London. It will certainly also be approved, both for its learning and its unaffected style, by anyone of literary tastes who may be so fortunate as to meet with it.

F. J. H.

'Imperial Military Geography.' By Captain D. H. Cole, M.B.E., Army Educational Corps. Sifton, Praed & Co. 10s. This excellent review of the general characteristics of the Empire in relation to defence has already reached its second edition within a year of its first publication. It has been revised and extended, and an additional chapter added on the Gateways to India. After giving a general survey of Imperial resources and lines of communication, the author proceeds to deal in detail with the various portions of the Empire.

It is a book that should appeal to all who aspire to understand current Imperial problems, especially those of Singapore and the North-West Frontier of India; while to any unfortunate individual who has not passed his promotion examination it will prove to be almost a necessity.

In the next edition it would be of advantage if certain of the maps were overhauled, and if they were bound in so as to open clear of the text.

A bibliography is given at the end of each chapter, and an ample index is provided.

R. H. O. H.

'The Official History of Australia in the War of 1914-1918.'

Vol. 2.—The Story of Anzac from May 4, 1915, to the Evacuation of the Gallipoli Peninsula. By C. E. W. Bean. Angus and Robertson, Sydney. 1924. 28s.

THERE are naturally no Cavalry lessons to be learnt from the operations described in this volume, which, for all that, is

very interesting reading. It is refreshing to find in it a number of human touches which one does not as a rule discover in official histories. Human nature changes very little. In the Crimean War, during the siege of Sevastopol, the Russian soldiers would hold up a bottle on the end of a bayonet and would roar with laughter and applause if it were hit; in Gallipoli, we read, the Turks used to raise a disc of cardboard on a stick and would signal a miss like a marker on a rifle range. But they were less sporting when they took to shelling 'the Beach' while bathing operations—in which General Birdwood took part—were being carried out—and continued to be carried out, bombardment or no bombardment, until the evacuation. At Quinn's Post one morning, after making signs from their trenches, the Turks threw out a cigarette case. An Australian retrieved it and it was found to have scrawled upon it 'Prenez avec plaisir, à notre héros ennemi,' not very good French perhaps, but evidence of very good feeling, quite in the old 'Bono Johnny' manner. But the most touching story in the book is that which tells us how, when it became obvious to the men that Gallipoli was to be evacuated, 'the news was known with certainty to the whole force before the evening of December 13,' there were never absent from the cemeteries 'men by themselves, or in twos and threes, erecting new crosses or tenderly tidying-up the grave of a friend. "I hope," said one of them to General Birdwood on the final day, pointing to a little cemetery, "I hope *they* won't hear us marching down."

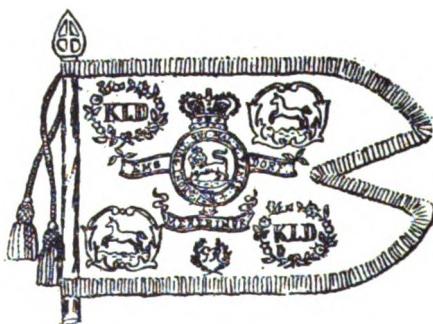
In addition to the chapters in which the actual operations are very clearly described with the aid of a multitude of maps and plans, there is an interesting section on the 'Self-Government' of the A.I.F. The numerous illustrations, mostly Australian War Memorial official photographs, add greatly to the value and interest of the works.

F. J. H.

'Some Aspects of Imperial Communications.' By Major
A. V. T. Wakely, M.C., Royal Engineers. Sifton, Praed
& Co. 9s.

THIS very readable book modestly claims as its sole object to help students to understand something of the subject of Imperial Communications—an important part of our Imperial organisation. It accomplishes its object successfully. A large number of plates are provided, and the tailpieces at the end of each chapter are of interest. The index is good. The author's views on 'speedways' for motor traffic are of value, and it will be interesting to see whether the motorway of that description which has been proposed between Coventry and Manchester will, if it materialises, actually possess the advantages which are claimed for this new type of road. The remarks on the possibilities of roadless mechanical transport vehicles as an aid to the wheat trade of the Empire should be read in conjunction with Major Hume's article on 'Mechanical Aids to Cavalry' which appears in this issue of the CAVALRY JOURNAL.

R. H. O. H.



SPORTING NOTES

RACING NOTES

RACING this winter has been of comparatively little interest to the majority of readers.

Owing to the persistent wet most of the gallops were waterlogged up to the beginning of February, and form was consequently even more unreliable than usual at this time of year.

As both the Lincolnshire and the National are run the week this JOURNAL is published, it would be a waste of space to refer to the prospects of the various candidates.

The most noteworthy event was the wonderfully fine riding of F. B. Rees, who surpassed all records by riding 106 winners during the year. He is now riding better than ever. A fine judge of pace, gifted with perfect hands and great power in the saddle, he is equally good when making the running or waiting until the last moment on an ungenerous animal. Unlike many others, he is a graceful and polished finisher, and can balance a tired horse in a way that has been seldom seen.

There have been very few jockeys of outstanding genius that one can recall. On the flat Fordham, Archer, Tod Sloan and Maher at once come to mind, and perhaps none of the present-day jockeys are quite the equal of these four in the finer arts of race riding, but we doubt if there has been a finer jockey over a country than Fred Rees.

The Jubilee is due to be run on May 9, and few handicaps of late years have received a better entry. Blue Lake, Salmon Trout, Diophon, St. Germans, Bright Knight, Caravel, Pharos, Twelve Pointer, Parth, Verdict, Sansovino, Polyphontes and Tom Pinch, to name only some of the best known.

The date is a long way off yet, but what material for a race! Of any of the above lot, given fitness and a reasonable weight, one might use the expression of an old trainer, looking over a particularly well-trained horse in the paddock, 'Whatever beats that one will sweat.'

THE GRAND MILITARY

The Grand Military meeting was held at Sandown on March 20 and 21.

The race for the Gold Cup resulted in a popular victory for Mr. Filmer Sankey's Ruddyglow, ridden by his owner.

There was, as usual, an enormous attendance.

Friday

THE SELLING STEEPELCHASE of 200 sovs., of which winner is to receive 170 sovs., second 20 sovs., and third 10 sovs. Two miles.

COMMANDER SMITH, br g by Beppo or Sailor Lad—Ashbrooke (Mr. R. F. Goad), aged, 11st. 12lb.	.....	Owner 1
NED CARVER, b g by Crathorne, dam's pedigree unknown (Mr. E. H. Tattersall), aged, 11st. 12lb.	.....	Mr. Filmer-Sankey 2
TURNING POINT, b h by Turbine—Cape Solitaire (Major D. M. Methven), aged, 11st. 12lb.	.....	Mr. Norris 3

THE GRAND MILITARY GOLD CUP of 650 sovs.; winner to receive 400 sovs. and a piece of plate value 100 sovs., second 100 sovs., and third 50 sovs. Three miles and 100 yards.

RYDDYGLOW, br g, by Ruddygore, dam's pedigree unknown (Mr. W. Filmer-Sankey), aged, 13st.	.....	Owner 1
CLIFFORD HALL, b g, by King's Proctor—Lytham Hall (Mr. C. N. Brownhill), aged, 12st. 7lb.	.....	Owner 2
ARDUOUS, b g, by Ardoon—Noble Grace (Major C. W. M. Norrie), aged, 13st.	.....	Owner 3

Also ran—Mr. R. Shaw's Lee Bridge, Squadron-Leader C. Ridley's Templebar, Air Commodore C. R. Samson's Phantom Willie, Mr. P. Donner's The Royal End, Captain A. A. McBean's Miss Mooretown, Mr. W. S. McCreery's Kilgubbin, Major Mocatta's Highball, Captain E. J. L. Speed's Blank Cartridge, Captain G. H. A. Watson's Ballycahill.

(Winner trained by H. A. Brown, at Atherstone.)

Won by six lengths; a bad third. Templebar was fourth and Lee Bridge last.

THE PAST AND PRESENT HANDICAP STEEPELCHASE of 260 sovs. of which winner is to receive 200 sovs., second 40 sovs., and third 20 sovs. Two miles and a half.

MITCHELLS, br h, by Bridge of Allan—Scotch Opera (Captain J. T. A. Walker), 6 yrs., 12st. 2lb.	.....	Captain McCreery 1
DARE ALL, ch g, by Darigal—Hampton Belle (Mr. C. I. Smith-Ryland), aged, 10st. 12lb.	.....	Mr. West 2
SOUTHEND, b g, by Southannan—Berlin Polka (Mr. W. Filmer-Sankey), aged, 13st.	.....	Owner 3

THE MAIDEN HUNTERS' STEEPELCHASE of 270 sovs., of which winner is to receive 200 sovs., second 50 sovs., and third 20 sovs. Three miles and 100 yards.

DUKE'S ENCHANTMENT, b g, by Collon—Ill Wind (Captain J. D. L. de Wend-Fenton), aged, 11st. 4lb. (car. 11st. 6lb.)	.....	Owner 1
CROFT HOUSE, ch g, by Rot's Pride—Neil (Mr. W. Filmer-Sankey), aged, 11st. 7lb.	.....	Owner 2
THE PILOT XIII., br g, by Pilot, dam's pedigree unknown (Mr. H. Lumsden), aged, 11st. 9lb.	.....	Owner 3

Saturday

TALLY-HO HUNTERS' STEEPLECHASE.	270 sovs.	Three miles 100 yards.
EAMON MOR, b g, by Menander—Lady Olton (Captain R. L. McCreery), 8 yrs., 12st.		Owner 1
SPEEDY MINSTREL, b g, by Speed—Minstrel Lady (Mr. H. Lumsden), 11 yrs. 11st. 7lb.		Owner 2
ULSTER VALE, ch m, by Ulster King—Maida Vale (Mr. P. Cockburn), aged, 11st.		Owner 3

GRAND MILITARY HANDICAP STEEPLECHASE. 400 sovs. Two and a half miles.

CLIFFORD HALL, b g, by King's Proctor—Lytham Hall (Mr. C. N. Brownhill), 9 yrs. 11st. 10lb.		Owner 1
GOOD POINTS, ch g, by Tredennis—Mind Points (Mr. W. Filmer Sankey), 10 yrs. 12st. 9lb.		Owner 2
ARDUOUS, b g, by Ardoon—Noble Grace (Major C. W. M. Norrie), 8 yrs. 12st. 13lb.		Owner 3

UNITED SERVICES' (S.) STEEPLECHASE. 200 sovs. Two miles.

SILKEN PRINCE, b g, by Silken Thomas, dam by Red Prince II. (Mr. D'Arcy Baker), 11 yrs. 11st. 13lb.		Major Phipps Hornby 1
CON GREGAN, bl g, by Desmond—Bushey Belle (Mr. H. A. Brown), 12 yrs. 10st. 12lb.		Mr. P. Dennis 2
MARABOU, br g, by Beppo—Eun Mara (Mr. M. D. Blair), 4 yrs. 10st. 13lb. Owner 3		

HUNTERS' STEEPLECHASE. 300 sovs. Three miles 100 yards.

JACK JOICE, b g, by St. Gris—Alert III. (Captain M. Dennis), 8 yrs. 11st.		Owner 1
ANNIE DARLING, b m, by Ardoon, dam by Rodrique II.—Merry June (Captain R. L. McCreery), 9 yrs. 12st.		Owner 2

RACING IN INDIA

The King Emperor's Cup was won by Mr. Ephraum's Orange William. The winner is a ch. g. by King William out of Countess Lena, and showed useful form when in England. As a four-year-old he won four times, his best performance being when he won the Wyfold Handicap at Wolverhampton carrying 9-8.

The King Emperor's Cup is worth Rs. 30,000 and a cup value 100 guineas, and is run over a mile.

In spite of an unexpected defeat the previous Saturday, the winner started at 3 to 1 on, and, although getting badly away, won easily by two lengths.

Orange William followed up this success by winning the Viceroy's Cup, run over 1½ miles, the next week. As this race was of the same value as the other, his owner must have made a very profitable deal when he imported the horse from England.

Colonel Sutton and Mr. Leatham appear to have a useful horse in Little Imp. The horse won the Patiala Cup at Meerut, and followed up this success by annexing the Aintree Chase at Lucknow. On the first occasion he was

ridden by his part-owner, Mr. Leatham, who has been showing fine form over fences, but on the second day of the meeting he had a severe fall, and at Lucknow his place was taken by Major Misa of the Queen's Bays. A member of the well-known sporting family, he has had the advantage of riding a lot of work at home. He can do a nice weight, and is hard to beat either on the flat or over fences. We should like to see both of these amateurs riding in England.

POLO

Army of the U.S.A. v. The British Army

The following arrangements have been made for the selection and training of the English team for the above match.

A committee has been formed of Colonel A. E. W. Harman, Colonel H. F. Wickham and Lieut.-Colonel J. Blakiston-Houston, with Colonel J. J. Richardson as Hon. Secretary.

The first duty of this committee is to nominate possible players. These will be collected at Tidworth and will practise there from the middle of March until May 20.

The following have been invited to attend at Tidworth:—Lieut.-Colonel E. Corbould-Warren, R.A.; Lieut.-Colonel F. B. Hurndall, 14th/20th Hussars; Captain J. P. Denning, 11th P.A.V.O. Cav., I.A.; Captain A. S. Hatfield, K.D.G.; Captain R. L. McCreery, 12th Lancers; Captain J. D. L. de Wend Fenton, 14th/20th Hussars; J.C. Campbell, Esq., R.A.; W.S. McCreery, Esq., 12th Lancers; W. Filmer Sankey, Esq., Life Guards; J. G. Leaf, Esq., 15th/19th Hussars.

In addition to the above, Lieut.-Colonel T. P. Melvill and the regimental team of the 17th/21st Lancers have also been asked to be ready to play and to take part in the preliminary training and practice.

It is hoped that a team of four, plus two reserves (one to play back, or three, the other two or one) may be selected early in May, or in any case not later than the 15th. These six will go to London as guests of the Hurlingham Club, and play a series of matches before the contest.

Captain Denning's ponies from India will not arrive until April 8, and Mr. Frank Rich has most generously offered to mount him until they are fit to take their place with the others. Officers are making their own arrangements as to ponies whilst at Tidworth, none being borrowed by the Committee.

The American team is expected to arrive here with their ponies early in April. They will first go to Aldershot for practice until May 20, when they will also go to London as guests of the Hurlingham Club, and will play a series of matches as in the case of the English team.

The Hurlingham Club has generously offered to defray the cost of the passages of the American team and also of their ponies. It is entirely due to the liberality of the Club that the matches with the American Army have been made possible. The British Army, both past and present, owe them a deep debt of gratitude for their generous and public-spirited action. We

can only hope that the result of the matches will repay them for all they are doing on behalf of Army polo.

As at present arranged, the matches will take place on June 20, June 24 and, if necessary, on June 27.

Practice matches for the British Army team have been arranged at Ranelagh on Wednesday, June 10, and Saturday, June 13.

The United States Army team will play similar matches on Saturday, May 30, and Saturday, June 6.

It is understood that the United States Army team will take part in the principal tournaments at Hurlingham, Ranelagh and Roehampton this season.

THE HURLINGHAM CONTROVERSY

There would appear to be a certain amount of misunderstanding as regards the position of the Army in connection with the recent changes which have taken place in the governing body of polo. It is, therefore, proposed to give a short summary of the facts. At a meeting of the Hurlingham Polo Committee in December, 1921, Field Marshal Earl Haig in the chair, the following resolution was proposed and carried unanimously :—

‘ In view of the Imperial character of the game of polo and the fact that the Anglo-American matches are played against the American Polo Association, this Committee is of opinion that the time has come for the formation of a British Imperial Polo Association, representative of all polo organisations in the Empire, and that the responsibility for, and the control of, all polo matters including International matches, should rest in their hands, and invite the considered opinion of the Hurlingham Club on such a proposal.’

After a great many meetings with members of the Hurlingham Club Committee an agreement was reached and ratified by that Committee on March 29, 1922.

In order to reach an amicable settlement with the Hurlingham Club, two special privileges were conceded :—

- (1) That the name ‘ Hurlingham ’ should be retained as a prefix by the new Polo Committee.
- (2) That the Hurlingham Club should have double the representation of any other polo organisation on the new committee, viz., 10 members.

In the autumn of 1924, a bombshell was thrown at the heads of the above Committee by the members of the Hurlingham Club, in the form of a proposal that the name of the Hurlingham Polo Committee should be altered to Hurlingham Club Polo Committee.

The above proposal was circulated and a special meeting held to decide whether the proposal should be carried out or rejected. The facts of the case were that certain members of the Hurlingham Club were dissatisfied with the manner in which the recent American matches had been conducted, and especially with the selection of the team. They carried their point by a very large majority at the Club meeting, and came in force to the special meeting of the Hurlingham Polo Committee.

After a long discussion, during which the members of Hurlingham stated that the club did not wish in any way to dominate polo, but they were convinced that there was a want of confidence in the present committee, and that confidence could only be restored by the adoption of their suggestion, the proposal was put to the meeting and carried by a small majority.

The Army were represented at the meeting, but the representatives had had no opportunity of ascertaining the wishes of the Army.

At a subsequent meeting of the Army Polo Committee, the question was fully discussed, and an opinion taken. The general feeling was that what was done could not well be undone, and although a majority would have been against the alteration, it was on the whole better to take no further action.

At a meeting of the County Polo Association, held a few days later, it was decided to support the Hurlingham Club.

It will, perhaps, be remembered that when the first change was made, in 1921, the County Polo Association were the prime movers in the alteration.

The Army sub-committee met, and in view of the action of the County Polo Association, and the general view taken at the last meeting of the Army Polo Committee, decided to send a letter to Hurlingham Club informing them that the Army would support the new government, it not being considered advisable, in view of expense, to summon another general meeting.

It is hoped, therefore, that all units of the Army, whom the Committee were unable to consult, will support the new Hurlingham Club Polo Committee.

It may be added that there will apparently be little or no change in the constitution of the Committee. It will carry on as before under a slightly altered name.

FIRST MATCH OF POLO EVER PLAYED IN ENGLAND

9th Lancers versus 10th Hussars, July, 1871

Hockey on Horseback.—Nearly all fashionable London journeyed from Town to Hounslow on Tuesday to witness a new game called ‘Hockey on Horseback,’ between the Officers of the 10th (Prince of Wales’s) Hussars from Hounslow Barracks and the Officers of the 9th (Queen’s) Royal Lancers, who had come over from Aldershot. The game took place on Hounslow Heath, and the various equipages quite surrounded the space allotted to the players. Four upright posts, some twenty feet apart, marked the goals through which the ball (a small sphere of white bone) had to be driven by the players before either side could claim advantage. The sticks used were in form like those used for hockey, of ash, and crooked at the end, and with those the ball was often struck a considerable distance. The distance between the goal posts was a little under 200 yards, and the players having taken up position in front of their respective goals, the ball was thrown up in the centre of the ground by a Sergeant-Major of the 10th Hussars, who then galloped off, when each side immediately galloped for the ball at best pace of their ponies. The 10th appeared in blue and yellow jerseys, and the 9th in parti-coloured shirts of blue and red, and both sides wore mob caps with different coloured tassels attached. The game, which has been imported from India, and which has

been for a long time in vogue among the Munipoories—one of the frontier tribes—was watched with the keenest interest by the numerous and aristocratic company present, which included H.R.H. the Prince of Wales, with the Princess, H.R.H. Prince Arthur, and H.R.H. the Duke of Cambridge, etc. The game lasted for an hour and a half, with an interval of ten minutes when half-time had been played. The players, who number eight on each side, and who were mounted on active, wiry little ponies, about 12½ hands high, were as follows :—

10th (Royal) Hussars.

Captain Barthorp.
Captain Bulkeley.
Captain St. Quinten.
Captain Okeden.
Lieutenant Viscount Valentia.
Lieutenant Smith Dorrien.
Lieutenant Hon. J. L. Woods.
Lieutenant E. Hartopp.

9th (Royal) Lancers.

Captain W. C. Clayton.
Captain F. D. Grissell.
Captain C. H. Palairet.
Lieutenant P. Green.
Lieutenant R. St. Leger Moore.
Lieutenant F. A. Herbert.
Lieutenant Lord W. Beresford.
Lieutenant W. H. Fife.

At the end of the prescribed time the Hussars had gained three goals to two gained by the Lancers, and though the general remarks made it evident that the new game is one most fitted for cavalry officers, it was admitted by all who were looking on that it was more remarkable for the strength of the language used by the players than for anything else. Mr. Hartopp on the side of the 10th Hussars, and Mr. Moore on that of the Lancers, were much applauded for their activity throughout the game and the speed of their ponies.

POLO IN INDIA

The final of the Indian Polo Association Championship Tournament, played at Calcutta in Christmas week, was won by Jodhpur, who defeated the Cavalry School, Saugor, by 9 goals to 5. On form the match was a certainty for Jodhpur as the handicap worked out at 34 goals to 10, and the losers are to be congratulated on putting up such a good fight.

The teams were as under :—

<i>Jodhpur.</i>	<i>Cavalry School.</i>
Thakur Prithi Singh 1	D. W. S. Gregson 1
Captain A. H. Williams 2	Lieut.-Colonel Vigors 2
Rao Raja Hanut Singh 3	Malik Gulsher Khan 3
Thakur Ram Singh BACK	H. G. Guiness BACK

The Ezra Handicap, played at Calcutta in the first week of January, was won by the Queen's Bays, who defeated the Cavalry School in the final by 4 goals to 2.

The Bays were represented by :—

J. W. Draffen 1
H. H. Barclay 2
G. F. Fanshawe... ... 3
Captain E. D. Fanshawe ... BACK

In the Lahore Challenge Cup the P.A.V.O. Cavalry, represented by Captain Tatham, Captain Carr White, Captain Denning and Mr. Hope, defeated the 17th Q.V.O. Poona Horse by 13 goals to 6.

The following has been received from a correspondent in India :—

‘ We have just finished the Horse Show week, and, with the big polo tournament going on as well, and also a military tattoo, it has been a busy time.

‘ The Horse Show, the third in succession, was better than ever, and the classes of country-breds were really remarkably good. The whole show was very well run by the Remount Department, and was better attended than ever.

‘ It was rather interesting to see two or three of the leading Australian dealers up for it. They had been specially invited and included old Steve Margrett and Gilder. They seemed much impressed with the way the show was run, and also with the class of country-breds shown. I wish it would make them bring down their prices a bit. In Calcutta you have to give £100 for a raw untrained waler with little quality. The dealers complain that the sale is not very good, which is not to be wondered at when you see a better class of country-bred coming on each year which can be got raw for half the price and is much easier to train.

‘ The polo has been extraordinarily interesting. In the Prince of Wales’s Tournament the most interesting entries were the Jodhpur team (which is coming Home this year); the Tiger team as it played in England in 1923; the Bhopal team which included some very strong Indian players and one European, with a total handicap of 30 goals; the 11th P.A.V.O., which won the inter-regimental last year; and the C.I.H., only beaten by a goal in the Indian Cavalry Tournament at Lahore. The Jodhpur team were beautifully mounted. In spite of having sent some ponies to England, they brought 70 ponies down here. The draw was unfortunate. The P.A.V.O. drew Jodhpur in the first round and the C.I.H. drew the Tigers on the same side of the draw, so that on the other side Bhopal had to meet three weaker teams in the Viceroy’s Staff, the 11th Hussars and the 13th Lancers, and went through to the final easily.

‘ I do not know what to say about the winners, Jodhpur. Individually, they are brilliant hitters, though as yet they have no real combination, and, unless they get better together when they come Home, I am afraid they will be a disappointment. However, they are sparing no expense and mean to do the thing well. I do hope they will put up a good show, but it does appear to me that if ridden hard they are apt to lose their form.’

BOXING

The Army Boxing Championship Meeting was held at Tidworth during the last week of February.

The boxing, if not quite up to the standard of the years immediately preceding the war, was of a high class and was keenly watched by a large number of spectators.

The results are given below :—

Fly-weights.—Other Ranks : Sergeant Haslam (2nd Loyal Regiment).

Feather-weights.—Officers' Section : Lieutenant A. G. White (R.E.). Other Ranks : Signalman Richmond (R. Corps of Signals).

Bantam-weights.—Other Ranks : Corporal G. H. Aguzzi (1st Northampton Regiment).

Light-weights.—Officers : Lieutenant H. A. Spencer (R. Corps of Signals). Other Ranks : Lance-Corporal Wigmore (2nd Royal Scots).

Welter-weights.—Officers : Lieutenant H. V. Kearon (Loyal Regiment). Other Ranks : Signalman Langley (R. Corps of Signals).

Middle-weights.—Officers : Lieutenant W. Schoales (2nd Loyal Regiment). Other Ranks : Sergeant Crawley (Royal Tank Corps).

Light Heavy-weights.—Officers : Lieutenant J. Curtis (R.A.S.C.). Other Ranks : Corporal Wheeler (R. Corps of Signals).

Catch-weights.—Officers : Lieutenant D. S. Lister (The Buffs). Other Ranks : Guardsman Young (2nd Coldstream Guards).

RUGBY FOOTBALL

Royal Navy v. Royal Air Force

The first match of the Services' Triangular Tournament was played at Twickenham on February 25.

The conditions were extremely bad, the ground being almost flooded. High-class Rugby was consequently impossible, and the result was a somewhat lucky win for the R.A.F. by a penalty goal (3 points) to nothing.

HUNTERS' IMPROVEMENT AND NATIONAL LIGHT HORSE BREEDING SOCIETY

Lord Saltoun, presiding at the meeting of the Council, was able to present a satisfactory report, not only as to the financial position of the Society at the close of the past year, but as to the prospects of a successful Show in March. Receipts in 1924 exceeded expenditure by £500 despite the fact that £1,450 had been allotted in prizes and medals at the London and Affiliated Shows. An entry of 105 Thoroughbred Stallions for the King's and Super Premiums offered by the War Office at their initial Show with the Society, is the best recorded since 1920, while in respect of the Hunter it will be necessary to go back ten years to find an entry equal to that received for the 1925 Show.

The combined total of 284 is, therefore, well in advance of the returns since the Society returned to the Royal Agricultural Hall after two years' migration to Newmarket. The Group Class, drawn from the six Classes for Young Stock, reflects the increased support extended to this section as the following Sires will be represented in the Catalogue :—Darigal, Gay Lally, General Gough, Herodote, Plato, Political, Pytchley, Rathurde, Scarlet Rambler, Silver Grill, Sir Harry, Time Honoured, and Top Covert. Contributed by 50 Young Hunters.

Based on these returns the programme of arrangements was revised. The Show would be opened on the first two days at 9 a.m., and on the Thursday at 8.30 a.m. Judging to commence at 10 a.m. and at 9 a.m. respectively;

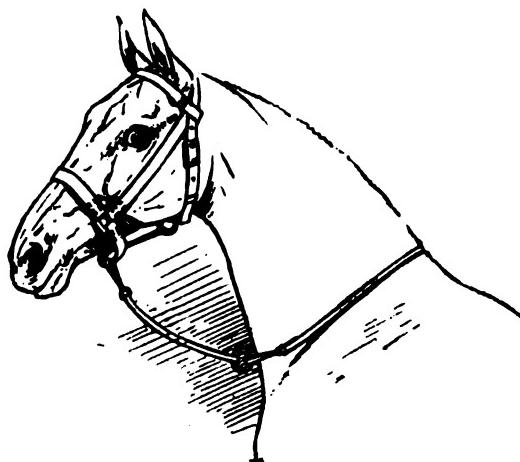
while the Veterinary examination of the Hunter section would start at 9 a.m. on the Wednesday.

Major Dennis St. G. Daly was unanimously nominated as Vice-President (i.e., President in 1926).

CAVALRY BRIGADE AND ROYAL HORSE ARTILLERY HORSE SHOW

Held at Abbassia, Cairo, November 26 and 27, 1924

Officers' Chargers	...	...	Captain Clarke, 3rd Hussars.
Polo Ponies, English and Colonial :			
Heavyweight	...	...	Major Francis, 15th/19th Hussars.
Lightweight	...	...	Major Horne, 16th/5th Lancers.
Arab and Egyptian	...	...	Mr. Haggas, 15th/19th Hussars.
Ladies' Hacks	...	...	Major Diggle, 9th Lancers.
Officers' Jumping	...	...	Lieut.-Colonel Rogers, R.H.A.
W.O.s and Sergeants' Jumping	...	...	S.S.M. Grant, Remount Depôt, Kantara.
Men's Jumping	...	...	Lance-Corporal Church, 16th/5th Lancers
Remounts	...	...	Trooper Ogden, 16th/5th Lancers.
Remount Ride	...	...	Team of 12, 16th/5th Lancers.
Lance, Sword and Revolver :			
W.O.s and Sergeants	...	...	S.Q.M.S. McIntyre, 9th Lancers.
Men	...	...	Trooper Ellwood, 16th/5th Lancers.
Dummy Thrusting, Sword :			
W.O.s and Sergeants	...	...	S.S.M. Fuller, 16th/5th Lancers.
Men	...	...	Trooper Fletcher, 16th/5th Lancers.
Champion Man-at-Arms	...	...	S.S.M. Fuller, 16th/5th Lancers.
Dummy Thrusting, Lance	...	...	R.S.M. Woolgar, 9th Lancers.
Tent Pegging, Section...	...	...	9th Lancers.
Tent Pegging, Individual	...	...	R.S.M. Woolgar, 9th Lancers.
Champion Polo Pony	...	...	Major Horne, 16th/5th Lancers.





By permission of Major Hon. R. A. Addington,
8th K.G.O. Light Cavalry, Indian Army.

PORTRAIT OF LIEUT.-COLONEL JOHN MURRAY,
who commanded the 1st Madras Native Cavalry, 1791 to 1799.

THE
CAVALRY JOURNAL

JULY 1925

*THE DECISIVE BATTLES OF ALEXANDER
THE GREAT—continued.*

By COLONEL J. F. C. FULLER, D.S.O.

III. THE BATTLE OF ARBELA.

13. *The Advance on Arbela.*

AFTER the battle of Issus, the Macedonians marched to Egypt, and then, when Alexander had secured command of the sea, he turned northwards and, in the autumn of 331 B.C., crossed the Euphrates at Thapsacus, crossed the Tigris at Bezabde (north-west of modern Mosul), and advanced down the left bank of the river towards Nineveh, which lies south of the Gordyæan Mountains (Kurdistan), the land of the Carduchi.

After his severe defeat at Issus, Darius collected together another immense horde of men, and, as he armed them with swords and longer spears, the better to cope with the sarissa, this shows that the Persian king was not beyond learning a lesson. Marching northwards from Babylon, he crossed to the left bank of the Tigris and proceeded to Arbela (Erbil), where he established his magazines and harems, and then moved forward to Gaugamela, some seventy miles to the west. It was near this town that the battle was fought.

Alexander's scouts, having informed him that the Persians were approaching, he at once prepared for battle and at the head of a picked force of cavalry he marched with all speed

Alexander's
Army.

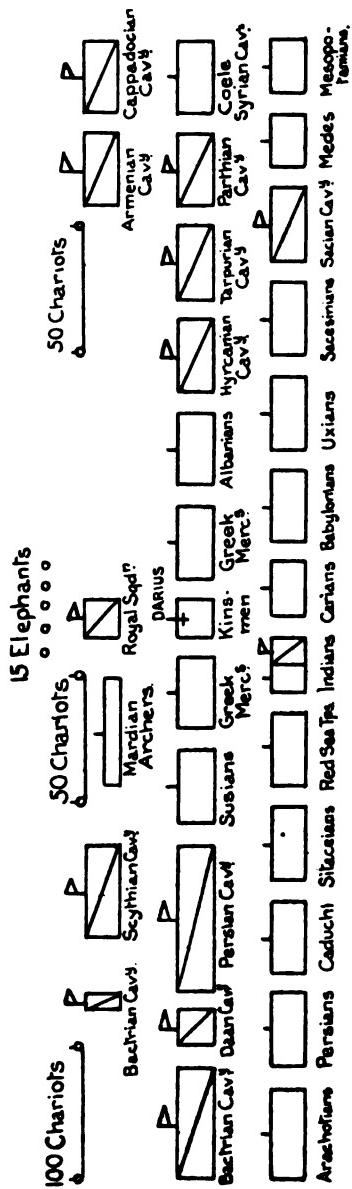


DIAGRAM 6

BATTLE OF ARBELA. 331 B.C.

A comparative diagram showing Alexander's 47,000 men opposed by Darius's 1,000,000.

towards the enemy, ‘having ordered the rest of his army to follow at leisure.’ From prisoners captured, he learnt that Darius was in camp at Gaugamela at the head of 40,000 cavalry, 1,000,000 infantry and 200 scythe-bearing chariots.* He also had 15 war elephants.†

Darius drew up his immense horde on the plains of Gaugamela. These had been converted into a huge parade-ground by levelling and the removal of obstacles. Following the plan given by Colonel Dodge, the Persian order of battle is shown in diagram 6.‡

After having ascertained the dispositions of Darius, Alexander spent four days in resting his army and in strengthening his camp with a ditch and a stockade. About the second watch on the fourth night he broke camp and marched towards Darius, ‘in order to come into collision with the foreigners at break of day.’ When some three and a half miles distant from the Persians, Alexander called a halt and assembled his generals.

Parmenio suggests that they should encamp where they were and reconnoitre the ground and the enemy. To this Alexander agrees. Whilst the camp is being fortified, he ‘took the light infantry and the Cavalry Companions and went all round, reconnoitring the whole country where he was about to fight the battle.’ On his return, he again called together a conference at which he discussed what he had seen, and urged upon his generals the importance of the immediate execution of orders.

* Various authors give various figures. These are Arrian’s; Justin gives 400,000 foot and 100,000 horse; Curtius gives 45,000 cavalry, 200,000 infantry and 200 chariots. Diodorus and Plutarch give a million all told.

† This, I believe, is the first instance, outside India, of the employment of elephants in battle.

‡ ‘Alexander,’ Vol. II., p. 371. Colonel Dodge follows as far as it is possible to do the order of battle given by Arrian. See the ‘Anabasis,’ VIII. and XI. Also see Grote’s ‘History of Greece,’ Chap. XCIII., footnote, p. 213.

Whilst the soldiers were resting, Parmenio came to Alexander's tent and suggested a night attack; this Alexander refused to consider. In the approaching battle he had planned to deliver a decisive blow, and he knew well the difficulties coincident with night operations. Having rejected this advice, Alexander drew up his army as follows :—

14. Alexander's Order of Battle.

The right wing was held by the Companions, the hypaspists and presumably three taxes (divisions) of the phalanx. (*See diagram 7.*) Thus, to the right front stood the Royal Squadron under Clitus; in rear the squadrons of Glaucias, Aristo, Sopolis, Heraclides, Demetrius, Meleager and Hegelochus. The whole of this cavalry was under the command of Philotas. Next came the Agema (the Royal Foot Guards); then the hypaspists under Nicanor.

The phalanx was marshalled as follows: the division of Cœnus on the right, then those of Perdiccas, Meleager, Polysperchon, Simmias and Craterus. Craterus, as usual, commanded the infantry of the left wing.

On the left came the Grecian Cavalry under Erigyius, then the Thessalian Cavalry under Philip; the whole of the left wing was under the command of Parmenio, around whose person were ranged the Pharsalian horsemen.

So far there is nothing unusual in this order, but now we come to the most interesting changes in the normal formation. Alexander's problem was very similar to that of King Cyrus at the battle of Thymbra, as described by Xenophon, and what do we find? We find Alexander applying the tactics made use of at Thymbra.

Behind his front he posts 'a second army, so that his phalanx might be a double one.'* 'Directions had been given,' writes Arrian, 'to the commanders of those men posted in

* See Arrian's 'Tactics,' 29, for this arrangement.

CENTRE OF PERSIAN ARMY.

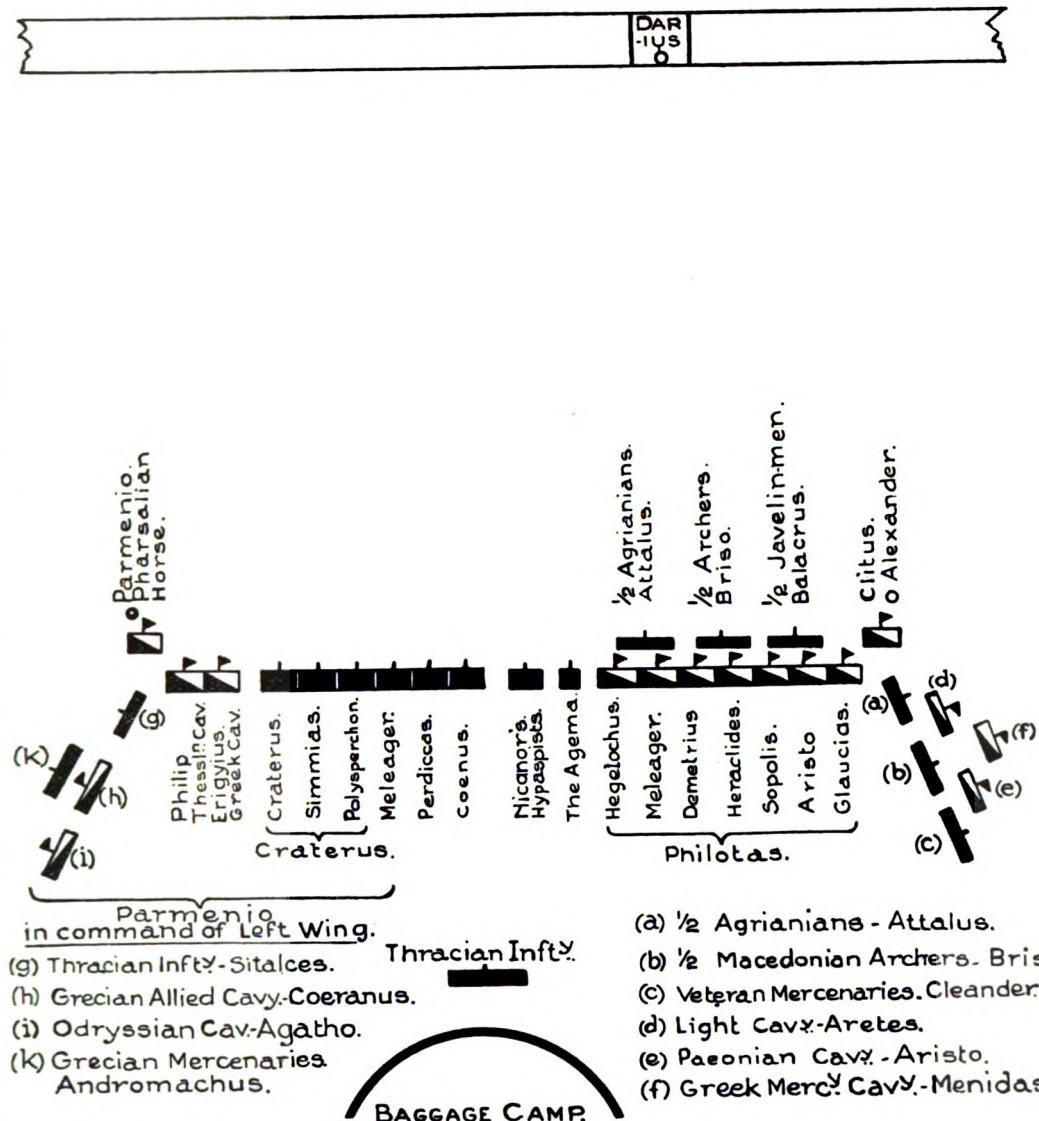


DIAGRAM 7.

ALEXANDER'S ORDER OF BATTLE AT ARBELA.

the rear, to wheel round and receive the attack of the foreigners, if they should see their own comrades surrounded by the Persian Army.*

This rear, or reserve army, consisted of two flying columns, one behind each wing. They were posted ‘angular wise,’ that is, at an angle to the front, in order to take the enemy in flank should he attempt to wash round the wings; or, if he did not, they were then to wheel inwards and reinforce the front of the army.

On the right were drawn up the following: half the Agrianians under Attalus, the Macedonian archers under Briso, and the veteran mercenaries under Cleander. In front of the first two were posted the light cavalry under Aretes and the Pæonians under Aristo, and to their front the Grecian mercenary cavalry under Menidas. The rest of the Agrianians, archers and javelin-men of Balacrus were drawn up in front of the Companion Cavalry to oppose the charge of the Persian scythe-bearing chariots. ‘Instructions had been given to Menidas and the troops under him to wheel round and attack the enemy in flank, if they should ride round their wing.’†

The left column was similarly drawn up at an angle to the front. First the Thracians under Sitalces; then the cavalry of the Grecian allies under Cœranus; next the Odrysian Cavalry under Agatho. In front of these were drawn up the Grecian mercenaries under Andromachus.

The baggage guard consisted of Thracian Infantry. In all, Alexander’s army numbered 7,000 cavalry and 40,000 infantry. Before him were drawn up from 250,000 to 1,000,000 soldiers. The audacity of his genius staggers our imagination. His dispositions to attain tactical security were admirable. We see here an order of battle in advance of anything yet presented to us.

* ‘The Anabasis of Alexander,’ Arrian, III., xii. Compare the ‘Cyropædia of Xenophon,’ VII., i.

† *Ibid.*, III., xii.

Of Alexander's grand tactical formation Colonel Dodge writes : ' This disposition has been called a grand hollow square, but it was more than that. The arrangement was such as to ensure greater mobility than a square is capable of possessing. For the flying columns were so organised and disposed that they could face in any direction, and were prepared to meet attacks from front, flank or rear. Indeed, the left flying column met an attack from within, and beat it off. " In fine," says Curtius, " he had so disposed his army that it fronted every way"—he should have said could front every way—" and was ready to engage on all sides, if attempted to be encompassed; thus the front was not better secured than the flanks, nor the flanks better provided than the rear." *'

15. The Action on the Right Wing.

We must carefully bear in mind Alexander's order of battle, for, in the battle itself, we shall see that through his ability to gauge his enemy's intentions, he was able to develop his tactics from this order. It was his foresight which gave him victory; yet without a sound and correct organisation he would have been unable to apply it.

It does not much matter whether Darius had a million or a quarter of a million men, for in both cases his numerical superiority is immense. Personally, I am inclined to accept the larger figure. Look at diagram 6 and some idea will be obtained of Alexander's task.

The Approach.—The initial step was taken by Alexander. He moved, not directly on the Persians, but towards their left. Darius, seeing this, ' marched along parallel with him.' The Scythian Cavalry then attacked Alexander; nevertheless, he continued his march, and gradually began to get beyond the ground ' which had been cleared and levelled by the Persians.' (See diagram 8.)

* ' Alexander,' Vol. II., p. 372.

Left Flank of Persian Army.

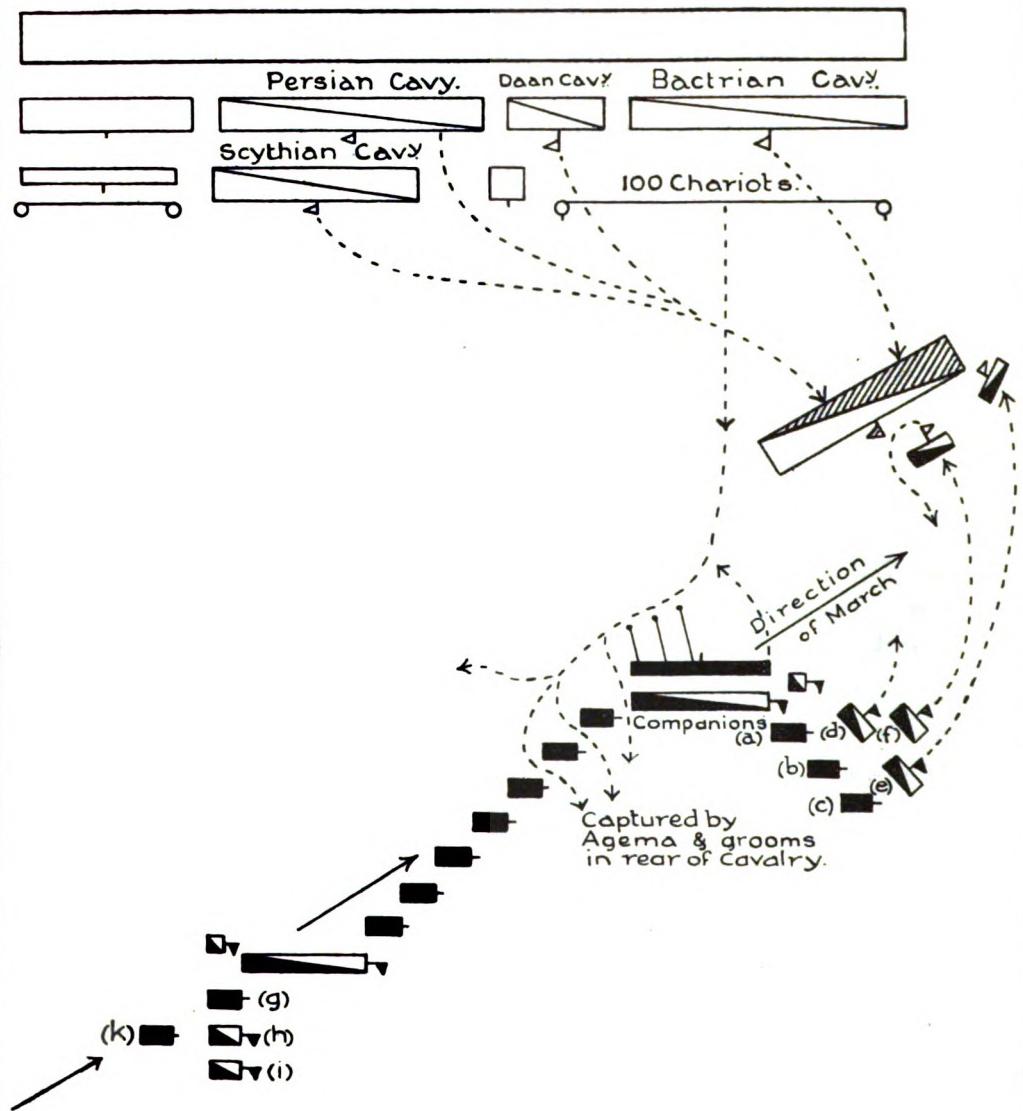


DIAGRAM 8.
ARBELA FLANK MARCH & FIRST PHASE
OF THE ATTACK.

The Attack, Phase 1.—Darius, fearing that his chariots would become useless, ordered the front ranks of his left wing to ride round Alexander's right wing and force it to halt. To meet this attack, Alexander ordered forward the Grecian mercenaries under Menidas. These were driven back in confusion. Aristo with his Pæonians was then ordered up, and these succeeded in beating back the Scythian horsemen. A general cavalry engagement now took place, and many of Alexander's men fell, the Scythians and their horses being 'much more completely protected with armour.* Nevertheless, the Macedonian discipline and valour began to tell as squadron after squadron charged home. Darius now launched his chariots in order to throw the phalanx into confusion; but as soon as they approached they were met by showers of arrows and javelins from the Agrianians and the men of Balacrus, who had been drawn up in front of the Companion Cavalry.†

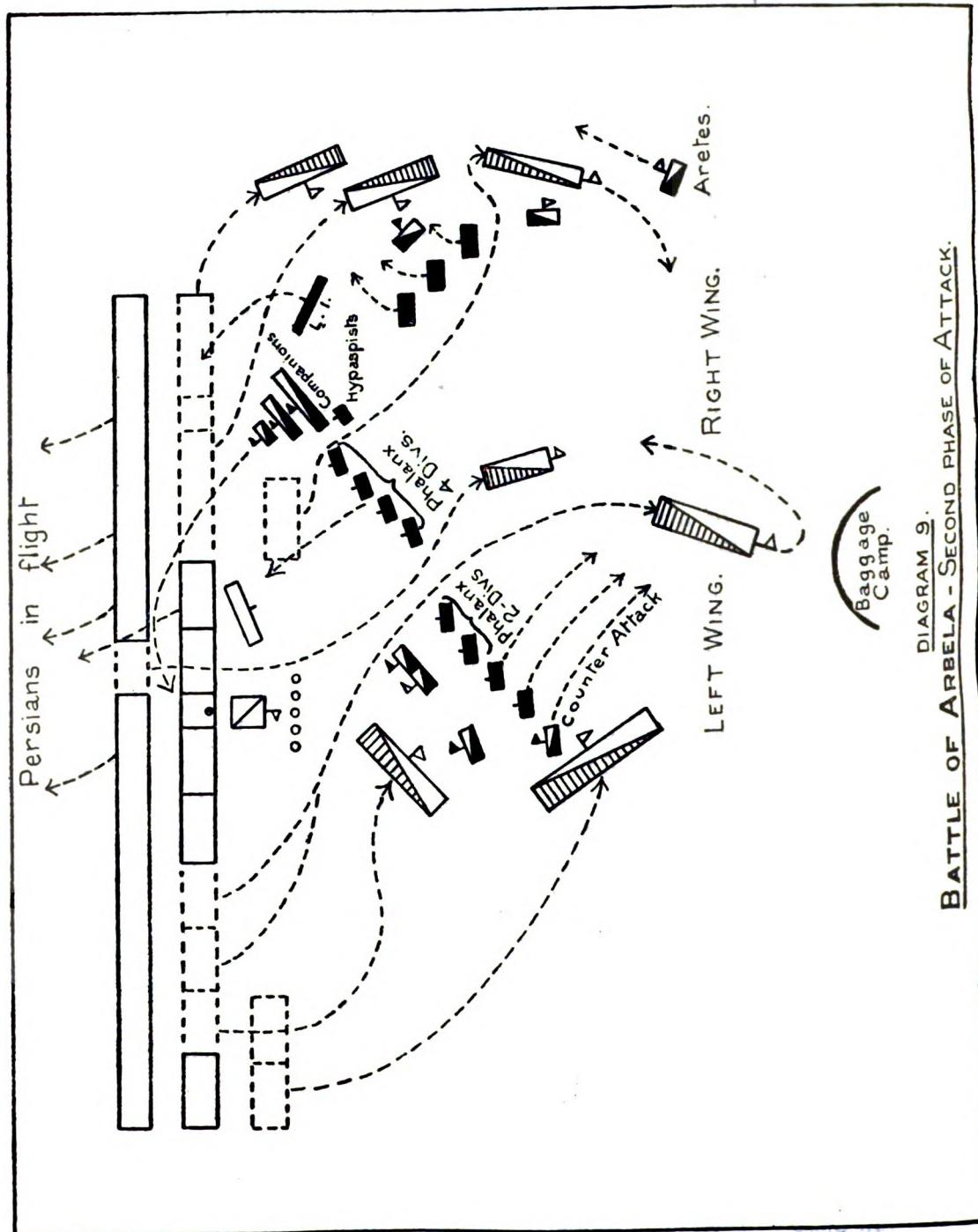
The Attack, Phase 2. Right Wing.—As soon as Darius had set his army in motion, Alexander ordered Aretes to attack those who were riding round his right wing; then, placing himself at the head of the Companion Cavalry, he wheeled this force round, forming it into a wedge, and with the four‡ right taxes of the phalanx he led them towards the gap formed in the Persian front by the advance of their cavalry. He then made straight for Darius—the decisive point. (See diagram 9.)

This cavalry charge, closely supported on its left by the dense array of bristling pikes, smote such terror into Darius that he fled the field. Meanwhile the Persian Cavalry on Alexander's original right, finding their rear threatened by

* They wore close-fitting scale armour.

† Compare uselessness of chariots at battle of Cunaxa.

‡ The division of Polysperchon seems to have followed the right wing in place of the left; this mistake must have accentuated the gap between the two wings.



BATTLE OF ARBELA - SECOND PHASE OF ATTACK.
DIAGRAM 9.

Aretes, ‘took to speedy flight’; and the Macedonians, following up the fugitives, slaughtered them. The scene must have been an extraordinary one, for both Curtius and Diodorus say ‘that so thick a cloud of dust was raised by the mighty mass of fugitives that nothing could be clearly distinguished, and that thus the Macedonians lost the track of Darius. The noise of the shouting and the cracking of whips served as guides to the pursuers.’*

16. The Action on the Left Wing.

The Attack, Phase 2. Left Wing.—The left wing, on account of the diagonal march, was in rear of the right, and the impetuous advance of Alexander appears to have created a gap between it and the right wing. Through this gap the Indian and Persian Cavalry burst, and advanced towards the baggage camp. Here, as Arrian states, the action became desperate. ‘But the commanders of the men who had been posted as a reserve to the first phalanx, learning what was taking place, quickly moved from the position which they had been ordered to take, and coming upon the Persians in the rear, killed many of them. . . .’† Whilst this action was in progress, the Persian Cavalry on Darius’s right wing rode round Alexander’s left wing and attacked Parmenio in flank. Parmenio was now completely surrounded.

The Attack, Phase 3.—At this juncture, Parmenio sent a messenger to Alexander informing him of his critical position. He received it whilst he was pursuing the fragments of the Persian left wing, and at once wheeled round with the Companion Cavalry and led them against the Persian right. The Persian Cavalry, which was now falling back, finding their retreat menaced, fought stubbornly. ‘They struck and were struck without quarter,’ but were routed by Alexander.

* Curtius, IV., 59; Diodorus, VII., 60.

† ‘*The Anabasis of Alexander*,’ Arrian, Bk. III., xiv.

The pursuit was once again taken up and was continued until midnight, when a forced march was made on Arbela. About seventy miles were covered, but in vain, for Darius made good his escape.

As to the casualties suffered in this battle, Arrian states that 300,000 of the Persians were slain 'and far more were taken prisoners than were killed.' Alexander's losses were 100 killed; he also lost 1,000 horses.*

17. *Alexander's Secure Base of Operations.*

I will now rapidly run through the salient points in this battle. The first thing which strikes us is the audacity of Alexander; and the second, the uselessness, even danger, of ill-trained and badly commanded hordes. Do not let this lead us to suppose that this battle was won because one side possessed reckless courage and the other lack of discipline, for if we do we shall make a great mistake.

Look at the battle carefully and examine the diagrams. The order of battle is much the same as at Issus and the Granicus, yet out of this order springs quite a different type of attack. Alexander is no copyist; though he does not change his order, he never copies the actions springing from it; he is never obsessed by a past success; he never invents what I will call experimental attacks; but what he does do is to measure up his antagonist and act accordingly.

What does this mean? It means that his first requirement is information. He seeks it, and prior to this battle we see this search in his preliminary reconnaissance. It is the foundations of his security and, once he has made up his mind, the principle of security, in spite of his audacity, is the first he applies.

He rests his men for four days to increase the energy of his army. This, again, is security. He never, if he can help

* Curtius says 40,000 Persians were killed and 300 Macedonians (Iv. 63). Diodorus says 90,000 Persians were killed and 500 Macedonians (XVII., 61).

it, engages in a contest with run-down accumulators—*i.e.*, tired men. Then he makes a personal reconnaissance of the enemy and the field; he does not leave it to others, because as his brain has got to decide, his eyes have got to see. Once his mind is made up, he applies economy of force in his order of battle—his protective left and offensive right, and in his right he concentrates his punch.

Still, he thinks in terms of security, for behind his wings he places two flying columns in reserve. Look at diagrams 7 and 8, and though the battle formation of Arbela was probably based on that of Thymbra, we see no slavish imitation, instead a distinct improvement. Alexander takes an idea, Xenophon's idea, and applies it, not in detail but to fit circumstances. In other words, he originates something new out of something old, and to do so he must have meditated on the old. He does not suddenly invent a new formation and experiment with it.

18. Alexander Develops his Offensive from a Secure Base.

Then, having well secured his enterprise, he does not advance straight on the enemy's centre, like Cyrus at Thymbra; instead, he rapidly marches towards Darius's left flank, not only to get beyond the level ground, but to prevent a double envelopment and to increase the distance between his left and the Persian right. Why? So that his right can shatter the Persian left and centre before the Persian right can annihilate his own left. And again! if he can only draw the Persian right well inwards, should he be able to smash the enemy's left, he will then be able to take their right in reverse! It is a magnificent conception, a truly wonderful piece of tactics, this seeing moves ahead.

The reader may exclaim: but I can find little of this in Arrian and the other writers. But he can, if he will take what they have written and plot out, as I have done in the

diagrams, Alexander's movements, step by step—and then think in terms of the principles of war.

To me his genius becomes manifest in these diagrams. Look at diagram 8. The position of Darius, the decisive point, is off the plan to the left, yet it is the point he is going to strike at, not by advancing on it but by moving well to the right; because he knows (foresees) that by moving in this direction (towards the uncleared ground) he will compel Darius to launch the chariots and cavalry of his left wing, and that this will uncover the immediate left flank of his centre.

Though now well placed to attack in oblique order the outer flank of the Persian left wing, he does not do so, for if he did he would ruin his whole project, for the decisive point is not the left wing but the centre. Now look at diagram 9. As he nears the left wing he, under the security afforded him by his right flying column, suddenly 'obliques' inwards. The perfect drill of his troops enables him to concentrate superiority of force opposite the gap once filled by the Scythian and Persian Cavalry. Through this he charges at top speed and strikes Darius *in rear*. Meanwhile, his phalanx assaults the front of the Susians and Greek mercenaries and fixes them. Here we see mobility, not as a wild rush, but the instrument of a wonderful co-operation. The wedge succeeds, not because the Companions are advancing at top speed, but because their mobility is based on the security afforded by the flying column and the phalanx.

The penetration by shock is absolutely successful. Arbela is one of the most perfect examples of the tactics of penetration to be found in history. Not only does it split the enemy asunder, but it cleaves his skull to the jaw.

19. *The Tactics of Alexander's Left Wing.*

Now to turn to the left wing of Alexander's army. Had this wing been as strong as the right, the right would probably

have failed. Alexander never aims at gaining victory everywhere; his left is generally defeated or driven back. As long as it is not threatened with annihilation, Alexander feels no anxiety. He knows the temper of his left wing; under Parmenio it cannot readily be demoralised, and its generals are some of the most noted in his army. If it had been strong enough to advance on the Persian centre, it would have pushed this centre away from Alexander's right. But no; it was just strong enough to hold its own, and by drawing the Persian right wing towards it, it enabled the knock-out blow to be delivered, not on the tip of the chin but on the nape of the neck. This is where Alexander always plans to hit his enemy. As his left swung back, his right swung forward, and the blow was not only a physical but a moral one. Directly this blow is delivered the pursuit begins, and with Alexander it is always relentless.

Such was the battle of Arbela, a truly wonderful fight, a triumph of genius over brute force and of discipline over numbers. A battle full of great lessons, lessons not only of ancient fighting, but lessons for all times and, to us British soldiers, lessons of importance. We have a small army; so had Alexander. We shall never, certainly during peace time, recruit a horde army; neither did Alexander. We are faced by many wars; so was Alexander. He triumphed over all adversities; so can we, if we possess genius. And if we cannot snatch from heaven this divine spark, we can at least warm our minds at the blazing fire of this great man, the first of the great captains, and to me the greatest of them all.



SPORT IN MOROCCO

By CAPTAIN W. M. CODRINGTON, M.C., *late 16th Lancers*

So many false impressions appear to exist regarding Morocco, and the possibilities of obtaining sport there, that a few facts may be of interest either to the casual visitor, or even to those who, on leaving the Army, may wish to live in some cheaper and less populated place than England, with a really reliable climate.

First of all, it may be as well to point out that the Empire of Morocco, of which H.M. the Emperor Moulai Youssef is the nominal head, is now divided into three distinct and separate zones. In the smallest of these, namely the ' Tangier Zone,' his authority is represented by a ' Mendoub ' who has control over native and religious affairs, while municipal authority is vested in an International Assembly composed of representatives of all the European, as well as of the Moorish and Jewish, communities. This *régime* is founded on the provisions of the ' Tangier Convention,' signed by England, France and Spain in December, 1923. In the Spanish Zone, which stretches along the Mediterranean eastward from Tangier, the Sultan is supposed to be represented by a Khalifa (Caliph = Viceroy), who is under the protection of Spain; at the moment the post is vacant, and its duties are being performed by the Basha (Governor) of Tetuan, the capital of the Zone.

To the south of the Spanish Zone lies the French Zone, much the largest and richest of the three, in which the Sultan himself nominally governs, though by virtue of the Protectorate

Treaty of 1912 all his actions have to be approved by the French Resident General, the famous Marshal Lyautey, perhaps the greatest Colonial Administrator of the present century.

In the Tangier Zone there is complete security, for, although surrounded by the Spanish Zone, the somewhat turbulent Jebala tribes in its neighbourhood have always regarded it as a sort of neutral ground and market in which they could forget their differences of opinion with their Spanish 'Protectors.'

In almost the whole of the French Zone perfect security has hitherto prevailed. Economic development has proceeded with astonishing rapidity, and everything possible is done to foster the tourist traffic. Such fighting as takes place is carried on by French and Moorish troops engaged in extending *pax gallica* and the Sultan's authority over the more remote tribes, many of whom have seldom acknowledged more than a nominal allegiance to any but the strongest Sultans during the last hundred years. This state of affairs somewhat resembles that existing on the N.W. Frontier of India. This year, however, operations of a more extended character have been forced on the French by the revolt of certain tribes within the northern frontier of their zone, where they march with the turbulent Riff tribes of the Spanish Zone led by Abd'el Krim.

In the Northern Zone, Spain is engaged in the uphill task of imposing her authority as protector of by far the most lawless and difficult part of Morocco. Lately General Primo de Rivera has executed, at considerable cost, a general withdrawal from the advanced posts previously held, and is now endeavouring to consolidate the Spanish occupation of a more restricted area. Within the districts occupied by the Spaniards, the roads are picketed and patrolled in the daytime and can be used with safety; but the opportunities for sport are negligible, owing to the risk of misunderstandings on the

part of both Spaniards and Moors. It is for this reason that the snipe on the 'Naval Officers Marsh' near Tetuan, which used to be preserved so carefully for the Fleet by that fine old sportsman Sid Abd'el Qader Er Rzini, have remained undisturbed (except by occasional small battles) for several years. Recent attempts on the part of the British Vice Consul at Tetuan to induce some of the Spanish Officers to start pigsticking have, unfortunately, not met with success.

Though the tourist traffic in the French Zone has been enormously developed in recent years, those who cater for this traffic have not, so far, included sport in their programmes; and it is not yet possible to buy a coupon in Ludgate Circus for a personally conducted partridge shoot. The Moors are great sportsmen, though their conceptions on matters of detail are not always the same as ours; they are also extremely hospitable—but they expect from Europeans the same courtesy and consideration which they themselves so readily extend. I was once staying with one of the lesser Qaids, in the foothills of the Atlas, for a large pig shoot to which he had invited me. About an hour after we arrived, while we were at lunch, a car drove up with a party of French tourists, whose chauffeur explained that on the recommendation of some junior French official he had brought them to stay at the Qaid's house. The perfect politeness with which our host intimated that he had not the honour of their acquaintance, or of that of the gentleman who had seen fit to send them to him, and that his house was not an hotel, is not easily forgotten. But they were given an ample lunch before starting on their fifty mile motor drive over the track back to Marrakesh, which is perhaps more than they would have received from most English country gentlemen in similar circumstances.

Morocco knows no strict colour line, for the Moors are not in any sense a conquered race; and no one who knows them has the slightest inclination to adopt what may be briefly described as the 'bloody nigger' attitude. The very

strictness with which they observe the rules of the Mohammedan faith in itself commands respect; and they, on their side, will readily appreciate and respect any Englishman who is prepared to recognise that differences in custom are less important than the strict observance of a moral code—whatever label it may bear.

The first essential, therefore, for the enjoyment of such sport as is obtainable in this Zone, is a knowledge of colloquial Arabic. The use of an interpreter entails other complications besides that of expense, and raises a barrier between you and your possible hosts which it will be hard to break down. Any Englishman who possesses or acquires this qualification, and who cultivates the friendship of some of the great Qaids of the South, would find them delighted to take him out hawking or pigshooting, or to arrange for partridge shooting for him. Gazelle are also to be found, though their numbers have sadly dwindled since some of the younger Qaids started pursuing them over the Veldt in six cylinder motor cars—a truly hazardous if somewhat barbarous form of sport. Higher up in the Atlas Mountains are to be found the Aoudad or barbary sheep, as well as leopard. These can only be hunted at certain times of the year, owing to the snow, and the wholehearted interest of the local Qaid is essential. This in itself may prove embarrassing to the English sportsman, since the Qaid will probably try to insist on ordering out several thousands of his mountaineer tribesmen to give the honoured guest a colossal drive. Even if this be tactfully avoided, there are not a great many Moorish stalkers who can master their excitement and keep quiet at the critical moment! And few animals can hold a candle to the wild barbary sheep for acuity of sight, hearing and sense of smell.

Rough partridge shooting and hawking are also obtainable, whilst others may like to explore the possibilities of fishing in those beautiful lakes and streams of the Atlas, which must assuredly hold trout, although neither have ever, so far as is

known, been tried by 'Christian' fishermen. To fish the former a collapsible boat as well as camp equipment would be necessary; but above all the co-operation of the Qaids, and the support of the French Authorities would be essential, but probably not hard to obtain by anyone properly accredited.

There is considerable enthusiasm for polo among the younger French Officers stationed in Morocco, and clubs exist at Casablanca and Rabat. A polo ground will also probably be laid out shortly at Marrakesh in conjunction with the splendid new hotel which has been opened there. Race meetings are also held frequently.

But it is probably Tangier* that offers the greatest attraction to those who have no previous acquaintance with Morocco; for, in spite of the wonderful possibilities of sport which exist in the French Zone, they are not easily available to those who have not got a fairly considerable experience of the country. Not only can one reach Tangier within three and a half days of leaving London, but also, owing to the fact that numbers of English people have always lived there since early in the last century, such opportunities for sport as exist have been organized on English lines so far as circumstances permit. In the old days, before the war, a pack of foxhounds used to be kept by an English resident, and gave good runs over country that certainly does not lack variety. There are also plenty of hares, and coursing can be had by anyone with a knowledge of the district who cares to go out riding with long dogs, or 'sloughis,' their Moorish equivalent. The Country Club comprises a nine-hole Golf Course—

* Tangier offers considerable attractions as a place of residence to anyone who cannot afford to hunt in England in the winter. The climate is excellent, especially in the Spring after the rain, and is never uncomfortably hot, even in the middle of summer. Life compared with English standards is cheap—the usual charge at either of the English Hotels, which are clean and comfortable, if not luxurious, is from 12s. 6d. to 15s. 6d. a day, including all meals. A country Moor properly trained and knowing no European language, makes an excellent servant. Building is cheaper than it is in England, and taxation is relatively light.

which will probably soon be extended to eighteen holes, thanks to the generosity of H.M. the ex-Sultan Moulay Abd'el Azziz, as well as a polo ground which, owing to lack of players, has not been used since the War, but which could very soon be got into condition again at any moment. The British Sports Club possesses two good hard tennis courts, and the construction of two more will probably be completed this year. In addition, although nominally illegal under the new Convention, roulette and baccarat were still being played in the town a few months ago.

It is to Sir John Drummond Hay, the first British Minister to Morocco, that we owe the beginning of pigsticking at Tangier. In his life we read how, in 1840, he had begun to pursue pig with a rapier of the time of Charles II. found among the ruins of the old English mole which was blown up when the English evacuated Tangier in 1685. Later, on the advice of a friend who had been in India, he adopted the long spear.

It was also thanks to him, that a piece of country about eight miles from Tangier was set aside for pigsticking, the exclusive sportive rights being accorded by the Sultan to the Diplomatic Corps resident at Tangier. The latter each year appointed one of their number to concern himself especially with the suppression of poaching, a task characterised on one occasion by the then French Minister as 'une mission flatteuse mais délicate.' In due course a Tent Club was formed under the control of the Representatives of the Powers, and to it was entrusted the actual organisation of beaters, meets, guards, camps, etc.

This Club still exists, and has for its Secretary Lieut.-Colonel Ellis, D.S.O., who has recently settled in Tangier, while Mr. John Hay Brooks is Field Master. Meets for pigsticking are held whenever sufficient spears can be collected. The country over which pigsticking takes place consists of scrub—of various degrees of 'ride-ability'—thickets, some

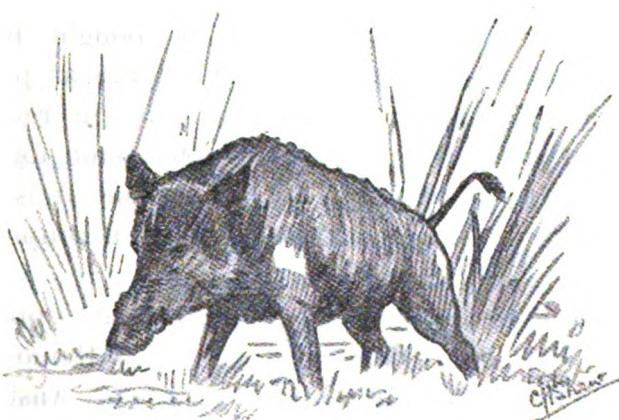
large cork woods and several rideable marshes. The latter, by the way, afford some excellent snipe shooting—80 being considered a good day for three guns. The going after pig varies very much. Some of it is easy, particularly the marshes which border the cork woods or the level ground thinly covered with scrub—in other places it is extremely rough and a firm seat on a good pony is necessary if the pig is to be killed before he reaches the nearest cover. The biggest pig recorded measured 42 inches, and specimens over 37 inches are not uncommon. Large or medium they are extraordinarily game and always give good value.

The cost of a day's pigsticking at Tangier is small. It consists in a share of the hire of a car out to the meet, and of the pay of the 40 or 50 beaters, together with a cap of 10 Spanish pesetas (about 6s. 8d.), the whole outing costing from 15s. to £1, according to the number of spears taking part. Horses are the one great difficulty, for it is practically impossible for the casual visitor to hire a pony which would be of any real use for catching a pig. Yet in the French Zone, only a few days' journey distant by car, they are both plentiful and relatively cheap; for, thanks to the admirable measures taken by the French Authorities to improve the breed, a good crossbred pony can be bought for between 1,000 and 2,500 francs, *i.e.*, about £11—£28 at present rates of exchange. An animal which would win races both in Morocco and at Gibraltar can usually be found for about £30. Therefore for those who can spare the time it is really best to go down to the French Zone and buy a couple of ponies, returning with them by sea to Tangier.

Incidentally if such a trip afforded an opportunity of seeing the work being done by the French Remount Service, it could certainly not be counted as time wasted. Under the superintendence of an able French Cavalry Officer—who by the way, is very proud of the fact that he is an honorary member of the 11th Hussars Mess—the ‘Service’ has

conducted a series of experiments, extending over a number of years, directed to a trial of all possible crosses of the local Moorish barb mare with English, Syrian, Algerian, Spanish and French sires. As a result, a type has now been standardised, and a large number of approved stallions of this type are available to Moorish breeders. The latter, if offering a horse for sale as an '*amélioré*' or crossbred, can be called on to produce and hand over papers giving the fullest particulars regarding the pedigree of the sire—a considerable safeguard for purchasers in a land where things are seldom what they seem !

To sum up, Morocco offers little opportunity for sport to the casual tourist who arrives for a short visit without any knowledge of the country or acquaintance with other Englishmen or Frenchmen already living there. But to those who contemplate settling down to live there, or even just spending their winter and spring there, the sport of various kinds which is obtainable at such a relatively trifling cost affords an additional attraction in a country of many charms.



**GERMAN CAVALRY IN THE OPENING STAGES OF
THE GREAT WAR**

(Continued.)

By LIEUT.-COLONEL H. V. S. CHARRINGTON, M.C.,
12th Royal Lancers

THE first portion of this article traced the movements of the I and II German Cavalry Corps up till the evening of the Battle of Mons, August 23, 1914, when the II Cavalry Corps (von Marwitz) were over 20 miles away from the Battle, moving north-west on Courtrai, and the I Cavalry Corps (von Richthofen) was still making its way to the front of the Second Army (von Bulow). On the morning of the 24th the II Cavalry Corps, which on the previous evening had been placed under the First Army (von Kluck), received orders to wheel about and try and cut off the B.E.F. as it retired from the Mons position. It turned about at once and hurried southwards, but, luckily for us, arrived too late to play any effective part in the day's operations. As it was, our 5th Division, supported by the Cavalry Division under General Allenby, had great difficulty in beating off an enveloping movement by the German IV Corps against their left flank, and the arrival of von Marwitz's Cavalry Corps of three Divisions on this exposed flank would have proved very difficult to deal with. That evening von Marwitz received orders to move his Corps south next day on Denain, so as to cut off the line of retreat of the B.E.F., which both von Kluck and German G.H.Q. were convinced ran westwards to the coast. On August 25 von Marwitz's Corps drove

French Territorials out of Bouchain and Denain and in the afternoon came into contact north-west of Solesmes with portions of our Cavalry Division and the rear guards of our 3rd Division, who were protecting the left flank of our 2nd Corps as it retired west of the Forêt de Mormal towards Le Cateau. The German Cavalry did not seriously push home their attacks, probably owing to the exhausted condition of their horses; but their opportunity was a most favourable one, as the congestion in Solesmes throughout that afternoon and evening was appalling, and the rear-guards of the 3rd Division were not able to clear the town till nearly midnight. Von Marwitz's three divisions (2nd, 4th and 9th) bivouacked that night about St. Hilaire and St. Aubert, and, after a few hours' rest in mud and rain, started off again at 3.30 a.m. on the 26th with orders to continue the pursuit of the B.E.F. on to the line of the Roman Road running south-west from Le Cateau to Beaurevoir.

This brought them straight up against our 4th and 3rd Divisions, the left and left centre of the position which General Smith-Dorrien, commanding our 2nd Corps, had at the last minute decided to stand and fight on. He had felt himself unable to carry out Sir John French's orders to continue the retirement that morning owing to the fact that many of his brigades only reached their bivouacs long after midnight, and General Allenby's Cavalry Division had become too scattered after the previous day's fighting to be able to cover his retirement effectively, while the high ground south of Solesmes, which it was essential for them to occupy if they were to do so, was already in the enemy's hands. General Smith-Dorrien had, therefore, decided to stand and deal the enemy a blow and then continue his retirement.

All three Divisions of the II Cavalry Corps at once attacked our positions, dismounted, with great vigour, their Jäger battalions being particularly prominent. About mid-day the IV Reserve Corps came up and took over from them

and they were withdrawn to billets about Naves and Cauroir (N.W. of Caudry), after suffering fairly severe casualties. The German accounts state that 'the cavalry had done its duty in that it had relentlessly held the enemy and pinned him to the ground till the Infantry came up.' It is impossible to agree. It was clearly a complete surprise to von Marwitz to find our 2nd Corps making a stand, but, once found, it was the duty of cavalry, not only to hold us frontally, but to try and find the flanks of our position. Only a few miles to the south-west lay a considerable gap between the left of our 4th Division and the right of the French Territorial Divisions in front of Cambrai. During the night 25/26th this gap had been partially filled by a French Cavalry Corps (General Sordet), but it moved south early that morning, and although it moved north again that afternoon, was in such an exhausted condition that it would probably have not proved a serious obstacle to any German advance in this direction. Anyhow, to employ three Divisions of Cavalry in dismounted frontal attacks against an enemy in position, who had an exposed flank and who was only standing to gain breathing space, seems an almost criminal misuse of Cavalry.

As a matter of fact the right flank of our 2nd Corps was even more exposed than the left during its stand at Le Cateau. The B.E.F. had split into two portions on the 25th, our 1st Corps moving east of the Forêt de Mormal, and the 2nd Corps, joined on this day by the 4th Division, moving west of it. Thus a large gap ensued between these two Corps, which was not closed for five days.

The 1st Corps spent the night about Landrecies and Maroilles, and retired south early on the 26th in complete ignorance of the 2nd Corps' stand at Le Cateau. The high ground south-east of Le Cateau which dominated the whole of General Smith-Dorrien's right flank was thus unoccupied on the 26th, except by our 3rd and portions of our 1st Cavalry Brigade, who were, luckily, in this area, and who for some

hours stopped the enveloping movement of the German III Corps on this flank; but by midday this advance had become so threatening that General Smith-Dorrien was compelled to order a retirement from his position in broad daylight. This was to prove a very costly manœuvre and might have proved impossible had von Richthofen's I Cavalry Corps, which had spent the night of the 24th on the Mons battlefield, carried out its instructions to pursue, moving west of Bavai. Owing to the congestion of troops around Maubeuge, von Richthofen decided to violate these instructions and move east of Bavai, and not till the 26th did he wheel westwards through Avesnes, spending the whole of this day in minor engagements with rearguards of the I Corps and the French Fifth Army and of our 1st Corps and never getting near the battlefield of Le Cateau.

Thus, on August 26, neither of the two Cavalry Corps with the German Right Wing had been able to take advantage of the exposed position of the 2nd Corps, which, as the Official History states, had done what was thought to be impossible. With both flanks more or less in the air it had turned upon an enemy of at least twice its strength, had struck him hard and had then withdrawn, except on the right flank of the 5th Division, without interference and with neither flank enveloped. Once more it was not the lack of offensive spirit, but faulty direction that produced such poor results from these five Divisions of German Cavalry.

During the following forty-eight hours the exhausted condition of our 2nd Corps, the hurried nature of its retirement, the wide front its divisions were retiring over and the increasing gap between it and our 1st Corps presented a golden opportunity for an energetic pursuit by the German Cavalry. Fortune, however, or lack of skill in the German Commanders, again favoured us. Von Kluck, still imagining that our line of retreat ran westwards, ordered his army to pursue on the 27th in a south-westerly direction on a broad front, with the

II Cavalry Corps directed on Bapaume in advance of his right wing. In moving south-west he was only carrying out his pre-arranged line of advance, as the original German plan was for the First Army to pass west of Paris; but at any rate a portion of his Cavalry should have been directed to follow up and if possible cut off the troops that had opposed him at Le Cateau. As it was, the 2nd Corps, by retiring due south, avoided any direct pursuit, except by some of the German Corps Cavalry and Infantry advanced guards of von Kluck's left wing; all of these were easily repulsed by the four Brigades of Allenby's Cavalry Division which was covering the 2nd Corps' retirement.

Meanwhile our 1st Corps had to fight stiff rearguard actions on the 27th against the leading brigades of von Bulow's 2nd Army, but was not seriously interfered with by the I Cavalry Corps, which only advanced 10 miles during the day and had to go early into billets owing to its horses requiring a good rest. On the 28th the I Cavalry Corps pushed forward with great vigour and at last found the gap between our two Corps, but was unable to exploit the situation. The leading brigade of the Guard Cavalry Division ran into the 5th Cavalry Brigade (General Chetwode) protecting the left flank of our 1st Corps as it retired on La Fere, and was most crushingly defeated in a spirited action near Cerizy. Meanwhile the other division of this Corps, the 5th, encountered a portion of the French 5th Army which was preparing to counter-attack about Guise. The advance of the whole Corps was thus effectually stopped:

On the same day, the 2nd Division of the II Cavalry Corps, which had turned southwards after passing Bapaume, was badly surprised in its billets near Manancourt by portions of the 61st and 62nd French Territorial Divisions and the situation had to be restored by the German Infantry.

August the 28th was, therefore, an unfortunate day for both these German Cavalry Corps.

By the 29th their opportunity of destroying the B.E.F. had gone, both of our Corps being in touch behind the River Oise between La Fere and Noyon, covered by the Cavalry Division and the 5th Cavalry Brigade on the north bank. On our right the French Fifth Army were counter-attacking at Guise and holding up the advance of von Bulow's Second Army, while on our left, von Kluck's First Army, together with the II Cavalry Corps, was many miles away, advancing south-west on a broad front from Albert to Chaulnes, engaged with General D'Amades' force of French Territorial Divisions. The I Cavalry Corps on this day made a half-hearted attempt to push forward on the right of the 2nd Army, but found its path again blocked by our Cavalry, and, after its experiences on the previous day, soon gave up the attempt.

On this day most of the Infantry of the B.E.F. at last got a much needed rest and the whole B.E.F. retired steadily southwards throughout the two following days, practically without interference from the enemy. On the 29th von Kluck was asked by von Bulow to wheel the First Army inwards, and attack the left flank of the Fifth French Army. Considering that there were only weak French Territorials in front of him and being quite unaware of the strong forces General Joffre was collecting in rear of them under General Maunoury and thinking that he had destroyed the whole B.E.F. at Le Cateau and that it need no longer be considered, von Kluck willingly assented, and on the 31st wheeled his Army in a south-westerly direction preceded by the II Cavalry Corps. German G.H.Q. concurred with the change of direction as they considered the main battles were already won on the right wing, and owing to the detachments, that had already seriously weakened it, of troops to besiege Namur and Maubeuge and to meet the unexpected Russian offensive against East Prussia, were quite glad to limit the scope of the right wing and bring it in west of Paris. This failure of von Moltke to maintain his objective was destined to be the downfall of

the whole German plan of campaign. The II Cavalry Corps, therefore, crossed the Oise above Compiègne, and carried out a long night march throughout the night of August 31/September 1 with the object of cutting off the left wing of the French Fifth Army as it retired through Soissons and Villers Cotterets.

Orders were given for as noiseless a march as possible; led horses, bridging materials and telegraph waggons were left behind and instructions were issued for a most vigorous offensive in case of enemy resistance. Again, however, as at Le Cateau the II Cavalry Corps was to find our 4th Division and Allenby's Cavalry Division in its path. The 9th Cavalry Division on the right found itself held up at Verberie by our 10th Infantry Brigade and on the left the 2nd Cavalry Division found its path blocked at St. Sauveur by our 11th Infantry Brigade. The 4th Cavalry Division in the centre pushed between these two villages and at 6.0 a.m. on September 1 was on the outskirts of Nery, with two brigades deployed, ready to attack a British force (our 1st Cavalry Brigade) it had located in bivouac there, as soon as the morning mist lifted. Although the German batteries and machine guns opened fire at a range of only from 6-800 yards, and it appeared that our 1st Cavalry Brigade must be annihilated, this force recovered from its surprise and, with the utmost gallantry, not only beat off the Germans, but counter-attacked, supported by various units of the 4th Division who hurried up to their support. The 4th Cavalry Division, finding itself attacked from what appeared to be all sides, withdrew southwards in the utmost disorder. Its scattered brigades hid themselves through the remainder of that day and night in the great forests south of Nery, whence they watched the British columns retiring southwards, but, according to the German account, 'An attack of our isolated brigades on the numerically superior infantry columns was not possible on account of lack of ammunition.' The various brigades then

withdrew northwards, but the 4th Cavalry Division was not fit for action again till September 4, when with the IV Reserve Corps it was given the task of forcing the N.E. front of Paris, and protecting von Kluck's right flank as he pushed on south-east against the flank of the Fifth French Army. The 2nd and 9th Divisions never got beyond St. Sauveur and Verberie that day, and were quite unable to assist the 4th Cavalry Division.

This great thrust of three German Cavalry Divisions had thus proved completely ineffective and one of them had been put out of action for several days. Its conception was sound, and it was unlucky for the German cavalry to find the B.E.F. in their path, but they should not have been so easily stopped.

Ever since Le Cateau the Germans had considered that the B.E.F. was no longer an effective fighting force and von Marwitz must have been rudely surprised when he found it in the path of his stroke against the left flank of the Fifth French Army. At Nery the advantages of surprise had been in his favour, but the superior fighting qualities of the British Army had completely turned the tables, and at Verberie and St. Sauveur his other two Divisions had, as at Le Cateau, contented themselves with dismounted frontal attacks and made no use of their mobility.

On the following day, September 2, von Kluck, realising that the B.E.F. was once more a factor to be dealt with, ordered the First Army to pursue it southwards; but his cavalry had lost touch, and, finding that the British had again eluded him, about midday he again directed his columns south-east against the Fifth French Army. He moved the II Cavalry Corps (less 4th Division) in between his II and IV Corps, a strange employment of cavalry, but their horses were apparently too tired to allow them to precede his advance. On September 3, all three divisions, with the exception of one reconnoitring squadron sent out towards Beauvais, remained in billets, a rest being imperative for

the horses and to attend to the shoeing, which was in a wretched state after their long and continuous marching.

On September 4, the 4th Cavalry Division, which was once more fit for action, was ordered to join the IV Reserve Corps east of Senlis, covering the right flank of the Army and watching the north-east front of Paris. Very few reconnaissances were sent out by this division and no information at all was gained on this day of the impending offensive by the French on this flank. The remainder of the II Cavalry Corps (2nd and 9th Divisions) moved south-east in advance of the remainder of the First Army. This movement was continued on the following day, the Corps moving through Coulommiers and Rebais, but, owing to information at last being received of the increasing French strength on the right flank, it was ordered not to advance beyond the Rozoy-Beton Bazoches road. A patrol sent forward to blow up the railway at Melun was captured.

We must now return to the operations of the I Cavalry Corps. On August 30 it was pushed forward to Noyon, on the right flank of the Second Army, which rested on this day after its severe engagement on the preceding one with the French Fifth Army about Guise.

On the following day the Second Army moved southwards again in pursuit of the French, who were once more retiring, and the I Cavalry Corps was given the task of cutting them off. It crossed the Oise at Ribecourt and then moved due east, but was continually hung up by rear and flankguards of the Fifth French Army and made very slow progress. It did, however, reach Soissons by about midday on September 1, where it seems to have had an opportunity of cutting off a considerable portion of the French Fifth Army who were attempting to retire through that town. Having placed themselves across the French line of retreat their nerve seems to have failed them and the French effected their retirement across the river Aisne at this point without disaster.

During the following three days the I Cavalry Corps followed up the Fifth French Army and was constantly engaged with its various rear-guards, but never succeeded in outflanking them or in discovering the gap between it and the B.E.F., although, on September 2nd the French Fifth Army was about Fere-en-Tardenois, with the B.E.F. a whole day's march to the south of it, and the gap of 25 miles only partially filled by General Conneau's Cavalry Corps about Château-Thierry. This gap was steadily closed during September 3 and 4, and by September 5 the danger had disappeared. General Joffre had now stabilised the whole line, and a general offensive, combined with an attack by the 6th French Army against von Kluck's exposed right flank, was to commence next day. The tide had turned and the German Cavalry's last chance of exploiting success and of turning the Allied retirement into a rout had disappeared.

On September 6th, von Kluck had to commence wheeling his columns about and hurry them north-westwards to support his seriously threatened right flank. The gap so created between himself and the Second Army had to be filled by the I and II Cavalry Corps. There is no space here to describe their actions, but their fighting when thus suddenly thrown on the defensive was admirable and is as worthy of praise as their offensive fighting is open to blame. The Jäger Battalions proved once more what an effective addition a mobile force of infantry is to a cavalry division, particularly when covering a retirement.

The main lesson of the period under discussion seems to be the difficulty, but the immense importance, of giving proper directions to these great cavalry masses. The opportunities open to the five cavalry divisions with the German Right Wing were plentiful, and the small results they achieved were mainly due to their being constantly misdirected. We have also seen some of the most important principles of cavalry tactics well exemplified, the necessity

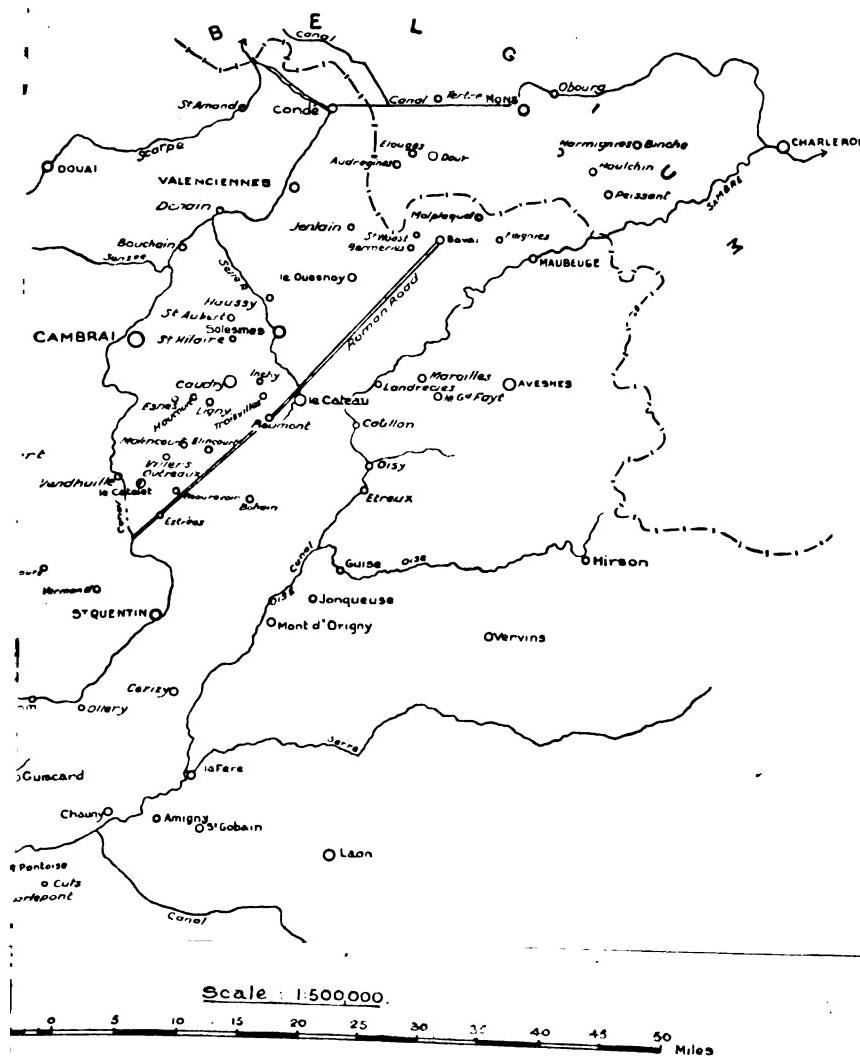
of retaining mobility, cavalry's main asset, and the futility of employing cavalry in dismounted frontal attacks, when an open flank exists. We have also noted the importance of the principle that once touch has been gained with the enemy it must never be lost. The German cavalry should never have allowed the B.E.F. to slip away either after Le Cateau or after Nery.

Finally there is the question of horsemanship. Unless this is good, the value of the cavalry arm is very slight indeed. The German diaries refer almost daily to the exhausted condition of their horses, and they attribute the poor results obtained during this period almost entirely to this reason. *Verb. sap.*

NOTE.—A point which should have been emphasised in Part I. of this article, which appeared in the last number of this JOURNAL, is the effect of the fighting at Haelen on the *morale* and tactics of the German Cavalry during this period. Before the war the German Cavalry had trained chiefly in shock action. They visualised the next war as commencing with a struggle for superiority between the opposing cavalry masses, and in this struggle they considered that shock action would win the day. Dismounted action was, therefore, neglected, and the German cavalry trained almost entirely in shock action and reconnaissance duties. This inter-cavalry struggle never materialised, but despite the lessons of the Franco-German war the Germans started by attempting shock action against undemoralised dismounted men in position. During the advance of the 2nd and 4th Cavalry Divisions north of Liége they attempted to force the line of the river Gette on August 12th against dismounted Belgian cavalry and cyclists. The country was enclosed and quite unsuitable for shock action, but they made no attempts to outflank and went straight for their opponents with cold steel. No less than ten mounted attacks were attempted, all of which were repulsed with very heavy losses.

Courtrai

SEPT. 1914.



This seems to have affected the *morale* of the whole German cavalry, as from this date they only attempted mounted attacks on very rare occasions, and often dismounted quite unnecessarily, as at Cerizy on August 28, and it is hard to find a single instance of their attempting to combine fire and shock action, the keynote of successful cavalry tactics.



AUSTRALIAN CAVALRY LEADERS**NEW SOUTH WALES**

'THE CAVALRY JOURNAL' of April, 1924, published an article entitled 'Some Australian Cavalry Leaders.' In continuation of this article some biographical notes on three commanders of New South Wales Mounted Units should be of interest. Photographs appear on the opposite page.

Major-General Sir Granville de L. Ryrie, K.C.M.G., C.B., V.D., son of the Hon. Alexander Ryrie, M.L.C., was born in 1865 at Michelago, N.S.W., about 25 miles from the site of the new Federal Capital, Canberra, and was educated at The King's School, Parramatta. All his life he has been engaged in pastoral pursuits, but has found time to rise to high appointments both in the Military and the Political world.

Prior to 1900 he commanded the 3rd Light Horse Regiment for seven years, and then served in the South African War, taking part in operations in Rhodesia, Transvaal, Cape Colony and Orange River Colony, being severely wounded at Wonderfontein, September 11, 1900. After South Africa he continued to serve in the citizen forces until the Great War, when he was appointed to the command of the 2nd Light Horse Brigade, with which he took part in operations in Gallipoli, Egypt and Palestine. For six months after the Armistice he was General Officer Commanding the Australian Imperial Force in Egypt.

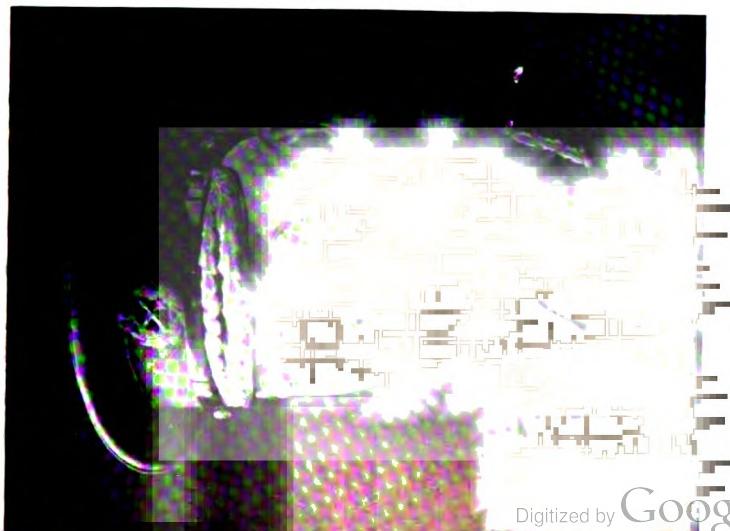
For many years General Ryrie has been a very active figure in politics. From 1906 to 1909 he was a member in the State Parliament (N.S.W.), and in 1911 became member of the House of Representatives in the Federal Parliament, in which



BRIG.-GENERAL G. M. MACARTHUR-ONSLOW
C.M.G., D.S.O., V.D.



MAJOR-GENERAL C. F. COX, C.B., C.M.G.,
D.S.O., V.D.



MAJOR-GENERAL SIR GRANVILLE DE L.
RYRIE, K.C.M.G., C.B., V.D.

3
2
1
8
7
6
5
4
3
2
1

he still holds his seat. In 1920 he was appointed an Honorary Minister in the Hughes Cabinet, and became Assistant Minister for Defence the same year.

General Ryrie now commands the 1st Cavalry Division in New South Wales.

Major-General C. F. Cox, C.B., C.M.G., D.S.O., V.D. ('Fighting Charlie'), son of F. C. Cox, Esq., was born at Carlingford, Parramatta, in 1868.

Joining the New South Wales Lancers in 1891, he went to England in command of the Queen's Jubilee Detachment of New South Wales Lancers in 1897. Again, in 1899, he was commanding a party of 100 Lancers who were sent to Aldershot for twelve months' training, an interesting instance of the early attempts of the Colony of New South Wales, as it was then, to further military *liaison* with the Home Army. During this year Cox took his squadron direct from England to the South African War, these men being the first overseas Colonial troops to land there. He commanded the Imperial Mounted Rifles in 1901/2, with the temporary rank of Lt.-Colonel in the British Army. In 1902 he was awarded the C.B.

Subsequent to the South African War, Cox commanded the 1st Australian Light Horse Regiment at Parramatta, near Sydney. At the outbreak of the Great War he was appointed to the command of the 6th Australian Light Horse Regiment, with which he served at Gallipoli until appointed to command the 1st Australian Light Horse Brigade in November, 1915. After Gallipoli he served in Sinai and Palestine, and took part in the actions at El Arish, Magdhaba, Rafa, Gaza, Beer-sheba, East of the Jordan, Es-Salt and Amman.

After the Great War he went into politics and headed the poll in New South Wales for the Senate in the Federal Elections of 1919.

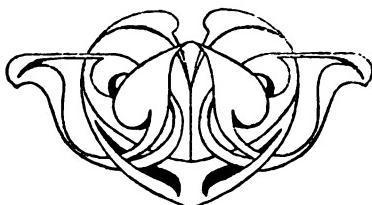
He retired from the Military Forces in 1923 with the honorary rank of Major-General.

Brigadier-General G. M. Macarthur-Onslow, C.M.G., D.S.O.,

V.D., son of Captain A. A. W. Onslow, R.N., was born at Camden Park, N.S.W., in 1875, and was educated at Rugby, England. The birthplace of this officer, Camden Park, was an important centre in the early development of the sheep industry in New South Wales, and to this day carries a herd of fine merinos bred from the sheep originally imported from Windsor Park.

As a Director of Camden Park Estate, Macarthur-Onslow became, in turn, Shire Councillor, Alderman, and Mayor of Camden, and at the same time commanded the New South Wales Rifles for many years. On the outbreak of war he went overseas with 7th Australian Light Horse Regiment, and subsequently rose to command. Whilst serving in Sinai, Palestine and Syria, he was given command of 5th Australian Light Horse Brigade.

After the Great War he returned to Australia and was appointed to command the 4th Cavalry Brigade, and continues to do so whilst engaged meanwhile in pastoral pursuits at Camden. In 1920 he was appointed an honorary aide-de-camp to the Governor-General of the Commonwealth.





After Carle Vernet.

TURK RINGING A YOUNG HORSE.

2
3
4
5
6
7
8
9

'HORSEY FALLACIES'

By MAJOR T. LISHMAN, *late R.A.V.C.*

HAVING recently retired from the Army, it has occurred to me that I ought not to pass into retired life without making some attempt to put on record a few observations that might be of value to those who are still serving.

With this object in view, a retrospect indicates that nothing could serve this purpose better than a few remarks on what I name the 'Common Horsey Fallacies.'

They, at least, should not only interest, and create discussion between, the officers of the mounted branches, but be a step towards saving their animals from many well-meant and kindly-intentioned interferences, which only too frequently result in the unnecessary infliction of pain, if not permanent injury.

That such fallacies are numerous, anyone who has had even a small experience knows.

They appear to be kept alive by being handed down from generation to generation; and grooms and owners—and not a few who should know better—are alike responsible.

In the case of grooms, these fallacies are passed on verbally from one to another, either in the stable at work or in the village inn afterwards; while in the case of owners, they are usually initiated into them by stablemen, and then later, finding ample corroboration in the reading of books, advertised as 'for horse owners,' believe them for the rest of their lives.

These books—many, as I say, written by those who should know better—cling most tenaciously to, and repeat from old

edition to new, statements for which the successive writers have never sought verification.

The horse is looked upon as some strange animal, surrounded by a dense and opaque atmosphere of mystery which is penetrable only by the eyes of that most mysterious individual—the ‘Horsey man’.

Almost none dares to question what he lays down; and, if he is questioned, he has no difficulty in producing ‘Books for Horse Owners,’ ‘Veterinary Notes,’ etc., to support his baseless allegations.

It is upon a few of these allegations that I shall write, and, although it is unlikely that I shall be able to convince more than the few who are observing, my purpose will have been served if, among the others, I manage to cause discussion and stimulate observation.

As my statements are found to be true, perhaps those who find them so will have the courage to pick up their ‘horsey books,’ and amend or expunge the inaccuracies that are contained therein.

Lampas.—This awe-inspiring term—perhaps, by horsey men, the most beloved of all—is one applied to an imaginary disease of the horse’s mouth wherein the hard palate, just behind the upper incisor teeth, is alleged to be inflamed, and so swollen that it projects below the level of these teeth, thus making it difficult for the animal to eat. This is a relic of the days of the horse-leech—that infallible individual who was the knowledgeable person regarding all the diseases to which animals can be heir. He was a very shrewd man, and the fact that it is a normal condition in almost every equine below the age of seven years to have the palate projecting below the level of the upper incisor teeth would not long escape his notice. What a boon it must have been to a man who would never admit that he did not know why an animal was off its food; as a last resort he could always open the mouth, point out that the palate

was down, and leave the owner bewildered at his amazing skill as a diagnostician. Then, of course, he commenced treating the ‘lampas,’ as he called them, very often by taking a lancet, cutting right into the palate, and then rubbing salt into the poor brute’s lacerated mouth. Very frequently this resulted in a dangerous hæmorrhage as a result of cutting the palatine artery, and even to-day veterinary surgeons are called to see cases of this kind. A still more brutal method of dealing with this supposed abnormality was to take a red-hot bar of iron and burn deeply into the palate!! It will surprise some to know that this monstrously brutal process is still carried on to-day! As a disease, I have no hesitation whatever in saying *it simply does not exist*, nor does it ever cause a rise in temperature or put an animal off its feed. As a condition, and a normal physiological one at that, a congestion of the gums and palate is seen in the horse up to five years of age, during which time the animal is cutting its teeth. This is the same condition as is seen in the human mouth when teeth are being ‘cut,’ and is simply the result of more blood being sent to the part, to give greater nourishment to it, to meet the increased work it has to do at this stage of growth. What would happen to anyone who treated a baby with a hot iron? And is it any less brutal to allow a baby horse to be treated in such a diabolical manner?

Again, in the aged horse, pieces of grass, straw, hay, or the husk of oats, sometimes work in between the gum and a tooth, causing an inflammation of this part; but the treatment indicated is to take a tooth-pick, or pointed match, and remove the offending particle, when the inflamed condition will quickly vanish.

So much for this imaginary disease, and I hope that my readers will look for themselves to see that it is a normal condition in most young horses for the palate to be below the level of the upper incisor teeth.

Teeth Rasping.—This is another fetish of the stable, and I wonder how many animals have this done unnecessarily every year. Probably ninety-nine that do not require it to every one that does. The horse goes off his feed from one of the score of reasons why he should do so; a hand is inserted into the mouth; the outer edges of the upper molars and the inner of the lower are found to feel sharp to the fingers, and, without further ado, these edges are removed with the rasp without the least attempt being made to ascertain whether the sharp edge is normal or not. It happens to be normal, and for the following very obvious reason: the distance across the mouth, from the right upper molars to the left, is at least half an inch more than the same distance between the lower molars.

This being so, it follows that when the mouth is closed, it is only the outer half of the lower molars that is in touch with the inner half of the upper, so that most of the wear falls on the outside of the lower teeth and the inside of the upper, with the perfectly natural result that the sides suffering less wear present relatively sharp and prominent edges.

What a boon this has been to the individual who can attribute slight disorder to that imaginary disease ‘Lampas’: in an animal over the age of eight years, where the incisors are so long that the palate is unable to project below the level of the upper ones, he can always point out the perfectly natural sharp edges on both upper and lower molar teeth !!

I must make it perfectly clear that in some cases these edges do require attention, but the symptoms indicating it are slow and difficult eating, quidding of the food, and laceration of the tongue and mouth. These are very obvious indications, especially the quidding of the food, which, if sore throat and difficulty of swallowing can be excluded, is almost a certain sign that the molar teeth require attention. (‘Quidding’ is a term to indicate that the animal, instead of swallowing the balls of masticated food prepared in his mouth

in the process of eating, drops them out into the manger, where they may afterwards be found.)

But I am not dealing with these genuine dental cases; my object is pointing out the foolish practice of routine or wholesale tooth-rasping. As regards routine rasping, I recall the case of an owner who showed me two polo ponies that had been gradually losing condition. An examination of the mouth showed that in many parts the molars were not touching, and, on making enquiry, the owner admitted that he had a tooth-rasp, and made it a practice to rasp each pony's teeth every Sunday morning !!

I can now hear readers almost exploding to ask me how I explain that this regiment, that pony, or that other horse improved in condition from the time that the teeth were rasped. The answer is this : the first thing that is necessary as a preliminary step to effecting any improvement in anything is to realise that present conditions are not as good as they might be; as soon as this is realised, it is a good sign that improvements are being looked for. I have, in many cases, had the rasp put lightly on to an animal's molars to please an owner; and I was pleased that he had asked for it to be done, because I could then assure myself that notice was being taken of a state of affairs that could be remedied. After the rasping, there followed the extra bran mash, the extra this, that and the other, with the result that improvement followed—all of which was put down to the rasping of the teeth !! In all these cases, where the teeth did not require touching, the improvements attributed to the rasping are really due to a mixing up of cause and effect.

Weak Back, or Loins, or Bad Kidneys.—Many score of animals must I have been shown with this alleged complaint. To demonstrate how very weak the back really is, the owner will remove the rug, and run his hand along the spine so that the animal crouches down as though the weight of the hand was more than could be supported. The same thing happens

when the saddle is put on, and again when the animal is mounted; but it is only for a very short while, and in a very few seconds the back is supporting the rider's weight as well as any other animal. To those who assert that this crouching is due to weakness, I shall put this question—is it reasonable to suppose that a back that is so weak that it can hardly support the rider, becomes so strong, after a few minutes, that it can then carry him for the rest of the day? No; the cause is not weakness, nor is it kidney complaint; for, of all the animals I know, the horse is the most remarkably free from disease of the urinary system.

The cause is much simpler, for, apart from it being an after-effect of a disease named *Kumree*, met with in Burma, it is almost invariably due to a remembrance by the animal of a previous injury to the back from a badly-fitting saddle, or an injury due to pressure on the spine from a tight surcingle over a stable rug.

The animal has a painful recollection brought to its memory as soon as its back is touched, and it crouches at the thought of the infliction of another injury.

Watering.—Perhaps there is more humbug in connection with the giving of water to animals than in almost any other thing; and so much is this the case that I have known water to be regarded by stablemen as something verging so near to being a necessary evil that they were inclined to stint its supply. Yet, if the bodies of the higher animals were analysed, it would be found that water constituted from 55 per cent. to 80 per cent. of their entire weight. This is an enormous amount of water, and it is chiefly in the blood that it is contained, for in every 1,000 parts of this tissue 750 parts are water. This amount of water is absolutely necessary to normal healthy blood, and normal healthy blood is, in its turn, necessary as the medium for carrying to the body all materials necessary for its repair and development, and also as the medium for carrying away by kidneys, lungs and skin

all the effete products produced in the animal body. Without this proper proportion of water, there can only be impaired digestion, absorption, secretion and excretion; and any considerable absence of this body-water would cause at once the cessation of every vital function. When an animal is worked, especially in warm weather, there is a tremendous loss of this body-water, with the result that the blood is so thickened that it is with difficulty circulated, and the action of the heart is impeded. Then the whole body is crying out for water, and the animal suffers the sensation of thirst. These few lines should suffice to explain the necessity for water, and the next thing to inquire about is the correct time to give it.

From the above physiological explanation, it must be quite clear that the correct time to water an animal is during its work and at the termination of its work, and not after it has completely cooled down.

The dangerous time to water an animal is after it has become cold, for, by drinking cold water then, it is liable to a chill. What is good for the troop horse is good for the private animal, and nowadays the former are allowed to drink as often as they come across water while outside, are led to a trough as soon as they return to barracks, and always have water in front of them in their stables. These observations have been followed by the most beneficial results.

Being aware that my remarks will meet with much criticism, I quote the following from well-known writers.

Professor Finlay Dun writes of water: ‘Insufficient and excessive supplies are alike injurious; but animals in health, and with constant free access to water, rarely take more than is good for them.’

Captain Hayes, F.R.C.V.S., writes: ‘If its supply be curtailed, the secretions that are indispensable to the process of digestion are checked either wholly or in part; because the glands are unable to obtain a sufficiency of water from the blood. If, on the contrary, more water be drunk than is

needed for the requirements of the system, the excess is quickly eliminated by the kidneys, skin and lungs, without doing any harm. We may, therefore, conclude that a full supply of water, given a short time before feeding, is essential for the proper digestion of food. When a horse is heated by exercise, his system will absorb water far more readily than when he is cool; hence, under the former condition, there is far less risk in giving a liberal supply than under the latter. However hot and perspiring a horse may be, he should get his water at once, before he cools down.'

General Sir Frederick Fitzwygram writes : 'It is a somewhat singular fact that horses may be watered with safety almost immediately after their return from work, even though somewhat warm.'

Advice on watering horses is given briefly, but to the point, in the official handbook, 'Animal Management,' issued by the Veterinary Department for the General Staff, War Office, as follows : 'Horses should not be watered for at least an hour after feeding, but they may be allowed to drink freely while at work, *even though sweating*. If brought in hot, they may be watered immediately, but should be kept moving until they have cooled down. The idea that horses require chilled water is a fallacy. The London cab-horse drinks ice-cold water in the winter, after working hard, and stands still in the streets for hours afterwards without ill-effects.'

Colic.—In this frequently-met-with condition there are three chief fallacies which I shall select, from many others, for dealing with. They are the imagined difficulty in passing urine; that water is not good for colic; and that twisted gut is due to the animal being allowed to lie down and roll. As regards the first one, nine times out of ten when a veterinary surgeon is called to see a case of colic, he is informed that the animal is in pain because urine has not been passed for several hours, and in proof of this it is pointed out that the afflicted animal frequently gets into the position usually

assumed to complete this act, and, although there is much straining, only the smallest quantity of urine is voided. This certainly looks as though there is something in this direction to which attention should be drawn, and it is only experience that can teach one to realise that not once in ten thousand cases can the cause of the symptoms of abdominal pain be directly attributed to the derangement of the urinary system. The fact is that the apparent straining to pass urine is nothing more than one of the symptoms of abdominal pain, and the reason that only the smallest quantity is voided is because these small quantities are passed so frequently that the bladder is practically empty. At one time it was almost a routine to pass the catheter in every case of colic, and it was never accepted that the bladder was empty until it had been proved by this method. How much unnecessary pain and injury must have been caused by the passing of dirty catheters must be left to the imagination. I cannot repeat too often that this position is nothing more than a symptom, and I may say that not once in the last twenty years have I seen a case where urine could not be passed naturally.

As regards the prevalence of the idea that under no consideration should water be given to a case of colic, I am aware that I am stepping on to very debatable ground when I say that in very many cases—in fact, I should say most cases—the drinking of water is not only unlikely to do harm, but is of the very greatest benefit. Regard the intestinal tract of the horse as a long tube, of various dimensions, measuring about 100 feet from one end to the other, and try to think of any treatment likely to be more beneficial to it than rest and thorough cleansing.

The rest can be obtained by giving no work and no food for one, or even two days, and the cleansing can be brought about by flushing the bowel by means of a free supply of drinking water on the one hand, and the administration of copious enemata on the other.

Recently, the pumping of saline water into the stomach of the horse, by means of the stomach-pump, has been advocated as a treatment for impaction of the bowels.

To be put into a loose box, with a free supply of drinking water, and without anything to eat, is very good treatment to commence with, no matter whether the trouble is situated in the gullet, as in cases of choking, or in other parts of the digestive tract in more complicated cases.

As regards the fallacious idea that a horse suffering from an attack of colic must not be allowed to lie down or it will twist its bowels by rolling, there is no evidence whatever to support any such conclusion. If such could be brought about by animals rolling, then the equine species would long ago have become extinct. However, far from rolling on the ground being injurious, it is a most desirable thing to encourage; and those who have had the experience of seeing a large convoy of mules let loose, on a sandy river-bed, will not be likely to forget how the animals enjoyed it, or the antics and contortions they indulged in. In cases of colic, this rolling is simply nature's remedy in place of massage of the abdomen, and nothing is more calculated to stir the bowel into activity than placing the patient into a large padded box, with the floor covered with 1 or 2 feet of soft river sand, so that it can roll to its heart's content.

While on the subject of colic, perhaps I should not leave it without pointing out that colic is not a disease, and animals do not die from colic any more than a man does from headache. Headache is simply a pain in the head, and a man would be described as having died from whatever produced that pain—meningitis, abscess of the brain, etc. In the same way, colic is simply a pain in the abdomen, and an animal is described as having died from whatever produced the pain—enteritis, obstruction, peritonitis, etc.

Grease for Brittle Feet.—To put grease on to a horse's hoof is one of the very worst things that can be done to it; it is

bad for a perfect hoof, and ruination for a defective one. Horn is made up of numerous thin hair-like tubes, and each tube contains a material not unlike the rubber solution with which one repairs pneumatic tyres. Just as rubber solution remains in good condition so long as the solvent, in which the rubber is dissolved, is not allowed to evaporate, so does the horn of the hoof remain in good condition so long as the moisture contained in this intra-tubular material is not allowed to evaporate. Over the front of the hoof there stretches a shining, waterproof, membrane-like covering, technically known as the periople, and it is this delicate covering, which nature has put there for the purpose, that prevents the evaporation of the moisture, and brittle feet as a direct result. Unfortunately, shoeing-smiths have a tendency to rasp away this periople, evaporation takes place, and brittle feet are the result. Normally—that is, if left alone—this is restored as the hoof grows down, and the horn again becomes normal and healthy; but it is very often not left alone. The owner, becoming anxious about the brittle appearance, imagines that he can restore the elasticity of the horn by the application of grease.

This waterproof membrane, I may say, not only prevents the passage of moisture from the horn to the surrounding atmosphere, but it successfully resists any permeation from the outside that would be harmful.

Were it not there, water would work its way into the hoof substance, and in time cause maceration of the horn by bringing about a disintegration and separation of the horn tubes. With the periople intact, a horse can live in a lowland meadow with its feet never out of moisture, and the horn will remain in perfect condition. No amount of moisture will have any deleterious action on the periople, but grease can dissolve and remove it after repeated applications. The human nail is most like the horse's hoof, and what is good treatment for the one is good for the other. The man who

scrapes the back of his nails with a pocket-knife (removes the periople) will produce brittle nails, and those whose employment entails the nails being constantly saturated in grease never have other than weak and easily-injured nails.

The periople should never be removed from the hoof-wall, and the only treatment that a hoof requires is washing with cold water morning and evening, and whenever returning to the stable after work.

Worms.—Just as almost all young horses have a palate lower than the incisor teeth as a normal condition, and almost all horses have rather sharp edges on their molar teeth as a normal condition, so do almost all horses have a worm or two in the bowel as a normal condition. To prove this, one has only to attend a knacker yard to see that even the fattest animals generally show one or two parasites in the bowel when this is opened; indeed, it is remarkable how very few bowels are opened without some kind of parasite being noticed.

These parasites do little harm, and one is almost inclined to ask oneself which is the worse for the horse—the presence of the couple of worms, or the repeated administration of nauseous, poisonous remedies !

As regards dogs, I have no hesitation whatever in saying that more puppies are killed by their owners giving worm medicines in one year, than are killed by worms in ten years !!

As a general rule, it may be taken that the worms seen most easily cause the least harm; and conversely it may be taken, in a similar way, that those that cause the most harm are the least easily seen. Those that are not so easily seen cause an immense amount of loss, and constitute the most difficult cases that the veterinary surgeon is called upon to treat; so difficult, indeed, that I shall make no attempt to discuss them in this article.

The worms that I am dealing with are the kind that almost every animal passes at one time or other, and that cause the owner to administer all kinds of worm-balls and worm-

powders. As almost all efficacious worm remedies are poisonous and nauseating, have to be preceded by several hours' fasting, and in many cases put the animal off his feed for a few hours afterwards; and as the greater number of the common worms tend to pass out of the body, in accord with their natural life-cycle, in the course of a few weeks, in very many cases it is much the better practice to avoid giving medicines, take no notice of the finding of one or two harmless parasites, and allow nature to take its course without interference. Before concluding this paragraph, perhaps I should mention that by the time any worm medicine reaches the worm it has passed over tens of feet of intestine, and become so altered—at the expense of the horse's body, too—that the worm can treat it with contempt. Take the commonest of all the worms of the horse—the ordinary whip-worm that lives just a foot or two inside the rectum. They are generally noticed through a yellowish discharge being conspicuous when the tail is lifted; and I may say that this is due to the egg-bearing worm being passed out, and getting so squashed that the yellow mass of eggs is liberated. Beyond causing sufficient irritation to make the animal rub and spoil the hair of the tail, they cause little harm; yet owners at once commence administering remedies by the mouth which nauseate the animal, and are quite useless after passing over some 80 feet of intestine before reaching the offender. In these cases, avoid giving medicines; it is a condition easily treated by attacking the worms by the shortest route to reach them—that is, by washing out the rectum by means of an enema-pump and a solution of ordinary salt and water.

Telegony.—Many readers will not at first grasp what is meant by this word; but it will not be long before it is obvious, for, of all biological fallacies, this is undoubtedly the most prevalent. Perhaps it will be recalled that, about two years ago, there was a debate in the House of Lords, when the second reading of the Deceased Brother's Widow's Marriage Bill was moved, and certain contributors to the

debate spoke against the Bill on what they described as the eugenic or physiological side of the question.

Those who were in any doubt as to the untoward physiological or psychological results likely to accrue from this Bill being placed on the statute book, based their uncertainty on more or less belief in the antiquated, and erroneous, idea that in reproduction there is such a thing as that which has been named Telegony—a word derived from the Greek to designate the principle or doctrine that offspring not only acquire the qualities and characteristics of their parents, but also those of any other male or female with whom the parents had previously mated.

If such a doctrine were true, then opposition to the Bill on these grounds would indeed be well-founded, for the relationship between a man and his deceased brother's widow would be one of consanguinity. For the same reason, opposition could have been brought against the passing into law of the Deceased Wife's Sister's Marriage Act; but, long before the Bill for this measure appeared, the idea that the male became in any way affected by union with the female had been dropped and forgotten.

However, that this is not the case as regards the female being affected by the male was well shown in the opposition brought against the above-mentioned Bill. Among the higher animals (and man is a higher animal whom I see no reason to exclude), that the offspring partakes of the qualities and characteristics of its parents, and that even with the purest breeds there is sometimes a reversion to a remote ancestor, none can deny; but there is not one particle of evidence that would bear scientific investigation to support such a theory that once a female bears offspring she becomes 'infected,' or 'saturated,' with the qualities or characteristics of her mate, and is likely to pass them on to future offspring by another mate. In some parts of the world, mule breeding is a considerable industry which has necessitated the crossing of

horses and donkeys for generations; yet, whenever the female horse is mated with a male horse, the progeny shows no resemblance whatever to a donkey, which would be bound to be the result were there any such thing as telegony. In fact, there is no reason whatever to assume that a Derby winner could not be bred from a thoroughbred mare that had previously been crossed with a donkey, and had produced a mule foal.

As regards dog-breeders, I am fully aware as to their convictions on the matter, and it would not be an overestimate if I said that fully 95 per cent. of them are imbued with the fallacious and unsupported idea that a valuable well-bred bitch that has had the misfortune to have made an accidental *mésalliance* is unable ever after to produce a pure-bred litter of puppies when mated with a pure-bred dog of her own breed. In fact, they will not hesitate to have such an animal destroyed, instead of experimenting to demonstrate to themselves that their apprehensions are completely and entirely unfounded.

Truly, old-time opinions, like old customs, are always die-hards; but that the idea of offspring throwing back to a previous mate of the female should still be so prevalent, and so stubbornly held to, in the third decade of the twentieth century, is certainly a greater tribute to human credulity than to its intelligence.

Rabies.—Although these paragraphs were intended chiefly to deal with horses, there is one important matter in connection with rabies in dogs in India that I feel I should not pass over. There is a dangerous idea prevalent that if an animal is all right for ten days after it has been bitten, then it may be said not to have been infected, and no more notice need be taken of it. Nothing could be further from the truth, and for this reason I shall give full details on this matter.

When a dog bites a human being, under no consideration whatever should the animal be destroyed if it can be secured

by collar and chain without undue risk, and be examined daily by a veterinary surgeon for ten days.

The saliva never being virulent for a period longer than seventy-two hours before the onset of the first symptoms of rabies, and a rabid dog never living for more than five days after the appearance of definite symptoms, it follows that if the dog remains alive and well at the end of ten days, there is no need whatever for the bitten to proceed to have the Pasteur treatment, for the saliva, at the time of the infliction of the bite, could not possibly have been infective.

It is most important that this ten days must not be confounded with the period of incubation of the disease, e.g., the period which elapses between the bite of a rabid animal and the appearance of the first symptoms of rabies in the bitten animal, for this is a very variable period, depending on the situation of the bite and the amount of virus inoculated. In the dog this period of incubation is nearly always from twenty-five to fifty-five days, and it is only in exceptional cases that it is as short as sixteen days, or as long as ninety days. Therefore no dog that has been bitten can be considered safe until three months have elapsed; and unless it has been given the Pasteur treatment at an institution such as the Punjab Veterinary College, it should be kept in a cage, or other suitable confinement, for a period of ninety days.

This period may be taken as sufficing for practical purposes, as it is only once in many years that a case is recorded where the disease is developed after a longer period than this; and even in these cases there is, as a rule, considerable doubt as to their authenticity.

However, it is for this reason, and to make absolutely certain that the disease is not introduced, that the period of six months' quarantine is imposed on all dogs imported into the United Kingdom.

Bandages. are put on in the stable for warmth, and, contrary to what appears to be the prevailing idea among stablemen, they should be no tighter than is necessary to

prevent them becoming undone. Any benefit they produce is by promoting increased circulation, and they can hardly be too slack for this purpose. They are also put on with the idea of giving support to tendons and ligaments when the animal is at work, and in this case they are put on much more tightly. Nothing seems to be more attractive to the horsey novice than to see his animal's legs swathed in cotton wool and bandages, whether they require them or not. Whether these tight bandages ever do any good or not, it would be difficult to say; but there is no doubt whatever that they very often do an infinite amount of harm by causing direct injury to the back-tendons and their sheaths, by bruising them and interfering with their normal blood-supply. Nothing in the stable is more difficult than the proper application of pressure bandages to give support while at work; if they are too slack they are useless, and if too tight worse than useless. One has only to experience the pain and injury that one can inflict on one's own tendon above the heel by a too-tight boot-lace, to realise what it must mean to the horse. How many races have been thrown away owing to the horse being impeded by tight bandages! and how many lumpy tendons and enlarged fetlock joints, seen in polo ponies, are due to the too tight application of their polo boots!

* * * * *

Having concluded the above dissertation on what I name some common ‘horsey fallacies,’ I am well aware that they will meet with anything but unanimous approval; and the cynic, who is not open to be convinced, may indeed retort that the fallacies are all on the side of the writer! So, for this reason, I make the request to those who have been my readers not to ask this person or that person, no matter who he is or what his qualifications are. I wish them to do only one thing, and that is—test all I have said for themselves, and be guided by no one in coming to their own conclusions.

Make ordinary observations on your own animals as regards what I have said concerning lampas, sharp molars, colic,

watering, worms, etc., and avoid mixing up cause and effect in your deductions from them. I have already given a few words on how easy it is to ascribe an improvement in condition to some medicine that was given, or to something else that was done, and to forget all about the extra care, food and attention that really effected the improvement.

In a battery with most excellent horse-mastership, I have known the Commander deny himself and his officers all the credit that was their due, and attribute the good appearance of his animals to Epsom salts in a bran-mash, or some other equally futile proceeding !!

In a large Remount Depôt in France, the Commanding Officer was not taking the interest in the small matters of daily routine which he should have done, with the result that he, as an old Cavalry Officer, was very soon lamenting the whole appearance of his charge. He came to the veterinary officer, and said that he would very much like to give each animal in the Depôt one small pinch of powdered iron sulphate in its food daily, as he had great faith in it. The V.O., being a shrewd Scot, at once saw his opportunity to get put right a slack state of affairs which he had long deplored, and at once replied that, as this iron was a medicine, he would not be responsible for it being given unless the C.O. would undertake to give the dose to each animal himself. This he agreed to do.

The first day on his journey round he had to make many complaints : this horse was dirty ; the next one was rubbing his tail ; the next had his headrope too long and had his leg over it ; the next had a dirty head-collar, etc., etc.

At the end of a week, he came in to the Mess delighted after one of his inspections, and said to the V.O. : ' Everything looks topping this morning ; simply wonderful stuff that iron sulphate !! '

And we wonder why there are still people who believe that the sun puts out the fire.

REGIMENTAL ITEMS OF INTEREST

The Queen's Bays, Sialkot, India

The following successes were gained in the Army Rifle Association Meetings :—

Army Rifle Association Meeting, 1923–24.

The Queen Victoria Trophy (British Cavalry Units in India)	2nd.
The King George Cup (teams of eight officers)	4th.
The Royal Irish Cup	2nd.
The 18th Hussars Cup	16th.

Southern India Rifle Association Meeting, 1923.

Of the individual entrants, the regiment had 21 successes.

1st The Royal Dragoons, Aldershot

H.M. The King has approved of the alliance of the Royal Canadian Dragoons, Canadian Militia, to the 1st The Royal Dragoons.

4th Queen's Own Hussars, Lucknow, India

H.M. The King has approved of the alliance of the 5th British Columbia Light Horse, Canadian Militia, to the 4th Queen's Own Hussars.

5th/6th Dragoons, Bangalore, India

From April 26 to 30 we had a return visit of a team of athletes from the 4th/7th Dragoon Guards, to whom we paid a similar visit last year at Secunderabad.

The party, consisting of two officers and forty-three other ranks, arrived at Bangalore on the evening of April 25.

The hockey and football resulted in drawn games, tennis, athletics and boxing in a win for us, and the mounted events in a tie, each unit winning three.

It is regretted by both units that these interesting competitions will not be possible next year, owing to the move of the 5th/6th Dragoons to Risalpur (N.W.F.), making the distance too great for visits of this nature.

9th Queen's Royal Lancers, Palestine

Boxing.—No. 310332, Trooper Hawkesworth, was selected to fight in the Army team against the R.A.F. in the Feather-Weight Competition.

Beginners' competitions were held on March 9 and 10.

Moves.—(a) The regiment returned to Palestine from Abbassia on March 17 and 19. (b) 'C' Squadron were detached at Jerusalem from March 23, 1925, to April 8, 1925, for duty in connection with the Ramadan and other religious festivals, and also the visit of Lord Balfour. (c) 'A' Squadron were detached at Jerusalem for religious festivals from April 29, 1925, to May 8, 1925.

Regimental Point-to-Point.—A successful Regimental Point-to-Point Meeting was held at Bir Salem on Saturday, April 25.

Regimental Light-Weight Race.—1, Lieutenant O. L. Prior-Palmer on Likely; 2, Major E. R. Chanter on Egyptian Lyric; 3, Lieutenant C. C. Lomax on Sunny Jane.

Regimental Heavy-Weight Race.—1, Major G. F. Reynolds, M.C., on Beau; 2, 2nd Lieutenant G. E. Prior-Palmer on Australasia; 3, Lieutenant Hon. D. C. F. Erskine on Dew Drop.

Beginners' Chase.—1, Sergeant Keayes on Perhaps; 2, Lance-Corporal Green on Orby; 3, Cont. Payne (Brit. Gend.) on Sailor.

Open Handicap.—1, Lieutenant O. L. Prior-Palmer on John (Mr. Nathan's); 2, Major G. E. Reynolds, M.C., on Beau; 3, 2nd Lieutenant G. E. Prior-Palmer on Nigger (Colonel McNeil's Brit. Gend.).

Troop Football Cup.—Winners, 3rd Troop, 'A' Squadron, 3 goals. Runners-up, No. 1 Machine Gun Troop, Headquarters Squadron, 1 goal.

Sports.—(a) No. 2 Armoured Car Company, R.A.F. Annual Sports :—

Open Mile.—1, Bandsman C. King, 9th Q.R. Lancers.

(b) 14th Squadron, R.A.F., Annual Sports :—

Open Mile.—1, Bandsman C. King, 9th Q.R. Lancers.

440 Yards Open.—3, Lance-Corporal G. F. Brooks, 9th Q.R. Lancers.

(c) Palestine Command Championships :—

Cross Country.—1, Bandsman C. King, 9th Q.R. Lancers; 2nd team home, Headquarters Squadron, 9th Q.R. Lancers.

Mile.—1, Bandsman C. King, 9th Q.R. Lancers.

440 Yards.—2, Lance-Corporal A. Hole, 9th Q.R. Lancers; 3, Lance-Corporal G. F. Brooks, 9th Q.R. Lancers.

Obstacle Race.—1, Trooper Boddington, 9th Q.R. Lancers; 2, Trooper Putnam, 9th Q.R. Lancers.

Relay Race.—2, 'C' Squadron, 9th Q.R. Lancers.

Other Ranks, Jumping.—1, Corporal Farrell, 9th Q.R. Lancers; 2, Trooper Allen, 9th Q.R. Lancers; 3, Lance-Corporal Sommerville, 9th Q.R. Lancers.

Aunt Sally.—1, 'A' Squadron, 9th Q.R. Lancers; 2, 'C' Squadron, 9th Q.R. Lancers; 3, 'B' Squadron, 9th Q.R. Lancers.

Officers, Jumping.—1, Lieutenant M. H. Aird, 9th Q.R. Lancers; 2, Captain G. C. Bishop, 9th Q.R. Lancers; 3, Captain L. H. Harris, 9th Q.R. Lancers.

Tent Pegging.—1, 'A' Squadron, 9th Q.R. Lancers.

Polo.—The regiment went from Sarafand, Palestine, to Cairo at the beginning of December, 1924, and in consequence were able to enter teams for several of the Cairo Tournaments.

By beating the 16th/5th Lancers and the 15th/19th Hussars, the regiment won the inter-regimental for the fourth year in succession with the following team :—

1	...	...	Hon. D. C. F. Erskine.
2	...	...	Captain L. H. Harris.
3	...	...	B. H. Allfrey.
Back	...	...	Major G. F. Reynolds, M.C.

A subalterns' team, as under :—

1	...	...	Hon. D. C. F. Erskine.
2	...	...	O. L. Prior-Palmer.
3	...	...	B. H. Allfrey.
Back	...	...	G. E. Prior-Palmer,

was successful in winning the Visitors' Cup, but was not successful in the Subalterns' Tournament which followeded.

On return to Sarafand in March, two annual events within the regiment have been played off. The subalterns were beaten by those above that rank, and the Headquarters team won the Inter-Squadron Cup.

Squadron Football Shield.—Final : ‘A’ Squadron, 2; ‘C’ Squadron, 1.

11th Hussars, Risalpur, India

The regiment spent Christmas at Meerut.

In the Christmas Polo Tournament they had two teams in the final, and the third team won the subsidiary.

The regiment marched out to camp, south of Delhi, for Brigade Training, on January 1. On January 15, the regiment took part in three days' manœuvres, followed by the review by H.E. the Viceroy.

On January 23 the regiment embarked on its march from Delhi to Risalpur, a distance of 579½ miles, which was covered in forty-three marches; the regiment arriving at Risalpur on March 15, having been on the road a total of fifty-two days.

13th/18th Hussars, Aldershot.

The Hockey Team lost by three goals to two in the semi-final of the Aldershot Command Hockey Tournament against the 1st Battn. the Gloucestershire Regiment.

The Corporals and Troopers Billiards Team won the Aldershot Command Championship.

Bandsman E. Kelly won the Army Billiards Championship for the second year in succession.

Results of the Bronze Medal Tournament are shown hereunder :—

Officers.

All Arms.—Captain J. L. M. Barrett.—2nd.

Dummy Thrusting.—Lieut. W. W. N. Davies.—2nd.

Fencing.—Lieut. T. Williams-Taylor : Sabre.—1st.
Foil.—1st.

Other Ranks.

- All Arms.*—Lance-Corporal Goff.—1st.
 Sergeant Maguire.—2nd.
Dummy Thrusting.—Sergeant Mennell.—1st.
 Sergeant Maguire.—3rd.
Fencing—Sergeant Wheeler: Sabre.—1st.
 Foil.—2nd.

2nd Lancers, I.A., Poona, India

On February 7 the regimental polo team competed in the Bombay Polo Tournament, beating Bhopal in the final of the Rajpipla Challenge Cup, thus winning it for the second year in succession.

In January the regiment entered a team of two B.Os., four I.Os. and two I.O.Rs. for the Francis Memorial Cup (revolver), in which they scored third place.

8th K.G.O. Light Cavalry, I.A., Peshawar, N.W.F.P.

The regiment has received orders to move on relief to Bolarum next cold weather, probably in January.

The mounted and dismounted sports resulted in easy wins for C. Squadron (Sikhs).

The Headquarters Wing was the best shooting Squadron.

C. Squadron won the championship for all round work.

The regiment won two small polo tournaments during the quarter and were beaten in the finals of the Abbottabad Tournament.

13th D.C.O. Lancers, I.A., Meerut, U.P., India

1. The regiment took part in the 3rd Cavalry Brigade Assault-at-Arms, held at Meerut, on December 17 and 18, 1924, with the following results :—

- Tent-pegging, British Officers.*—1st.
Tent-pegging, Indian Officers.—1st, 3rd.
Tent-pegging, Individual, Indian Other Ranks.—2nd, 3rd.
Jumping, Indian Officers.—2nd.
Jumping, Indian Other Ranks.—1st, 2nd.
Dummy Thrusting, Indian Officers.—1st, 2nd.

Dummy Thrusting, Indian Other Ranks.—1st, 2nd, 3rd.

Sword, Lance and Revolver Course, Indian Other Ranks.—1st, 3rd.

Mounted Team, Indian Other Ranks.—1st, 2nd.

100 Yards Race, Indian Other Ranks.—1st.

Best Man-at-arms.—Dafr Bir Singh.

2. At the Imperial Delhi Horse Show, held between February 16 and 21, 1925, the regimental entries resulted as follows :—

Open Tent-peggings, Individual.—1st, 2nd, 3rd.

Jumping Section.—3rd.

Troop Horses, Riding.—2nd.

Chargers, Indian Officers.—1st.

Four-in-hand, C.B.—3rd.

A musical ride with the men in full dress was performed by the regiment on three occasions.

3. *Polo.*—A regimental team, composed as under, played in the Indian Cavalry and Inter-Regimental, the results being :—

Indian Cavalry.—1st Round, bye; 2nd Round, beat Hodson's Horse, 5–4; Semi-finals, beaten by P.A.V.O., 4–9.

Inter-Regimental.—1st Round, beat 6th Lancers, 7–1; Semi-finals, beaten by C.I. Horse, 5–7.

Players.—Back, Captain W. G. H. Vickers; No. 3, Colonel A. Campbell Ross; No. 2, Captain F. R. R. Bucher; No. 1, Captain R. J. Corner.

16th Light Cavalry, I.A., Jhansi, India

The 16th Light Cavalry competed in the Imperial Delhi Horse Show, 1925, repeating last year's successes in the jumping classes.

The following prizes were taken :—

Individual Jumping, Indian Troops.—1st prize, R.R. Bhairon Singh on Cæsar; this horse was among the last five for last year's open jumping. 3rd prize, Dafadar Chhotu Singh on Xerxes, a horse which did not compete in 1924.

Open High Jumping.—1, Jemadar Sarup Singh on Twinkletoes. He just failing at 6 ft. A photograph of this horse clearing 5 ft. 10 in. shows how close he gets under these high jumps. Unfortunately, no photographer has yet got him as he clears the bar with his hind legs, which he does most cleverly. This horse did not compete last year.

Open Pony Jumping.—3, R.R. Mukand Singh on Victor, which won this event last year, as well as the Individual Indian Troops Jumping. This year he got very little practice owing to a weak tendon.

Section Jumping, Indian Troops.—1 and 2. The regimental Brake team of brown country-bred horses also competed in C.B. Coaches and the Coaching Marathon.

17th Q.V.O. Poona Horse, I.A., Bannu, N.W.F.P.

Wazir District Jumping Competitions.—The regiment entered four half-sections. This was won by 'B' Squadron Section (L.D. Niaz Mohd and Sowar Asghar Ali), with two clear rounds.

Wana Column Polo Tournament.—The regiment entered a team composed of Captain G. D. Baines, Captain R. S. Haslett, Captain D. S. E. McNeill, Risaldar Amar Singh. The team won the Tournament.

18th K.E.O. Cavalry, I.A., Quetta, India

The regiment won the Indian Cavalry Tent-pegging at Lahore this year, after a tie with the 4th Hodson's Horse. The run off was at 'edge on' pegs, and was won by one carry and one hit.

The regiment also sent down representatives to the Imperial Delhi Horse Show during February and secured first place in the Country Bred, Four-in-Hand, for the second year in succession. The Open Pony Jumping was also won, and second place in the Open Jumping (Indian Ranks).

The Regimental Sports were held on April 14 and 15. Many pensioners came, in spite of the long cry from the Punjab. We were all very pleased to see old friends and faces amongst them.

No. 2 Troop ('A' Squadron) won the Inter-Troop Challenge Cup by 49 points from No. 2 Sub-Section (Headquarters Wing), with 32 points.

A musical ride in full dress was very much appreciated by all.

Equitation School, Saugor

Polo.—Four teams represented the Equitation School in the Barton Cup Tournament in Jubbulpore: the Jades, the Bonzoes, the Black Tulips, and the Pink 'Uns.

Two of these—the Bonzoes: Mr. Birnie, Mr. Mostert, Mr. Malik Gulsher Khan, and Mr. Guinness (back), and the Pink 'Uns: Mr. Caldecott, Mr. Finch, Captain Frink and Captain Gilpin (back)—met in the final, the Bonzoes winning 3—0.

The Bonzoes went to Panna in January and won the Tournament there.

The Baldock Cup Tournament was held at Saugor on February 13, 16 and 18, 1925, each British Officer Ride producing one team and the Staff one.

The teams were as follows:—

Staff.—Captains Fewtrell, Nunn, Frink and Gilpin (back).

'A' Ride.—Mr. Birnie, Captain Spencer, Mr. Ellis, and Mr. Guinness (back).

'B' Ride.—Mr. Burn, Captain Pratt, Malik Gulsher Khan, Captain Alexander (back).

'C' Ride.—Mr. Caldecott, Mr. Finch, Mr. Mostert, Mr. Way (back).

'D' Ride.—Mr. Curtis, Mr. Gregson, Captain Cairns, Mr. Howard (back).

The only game in the first round was between the Staff and 'B' Ride, in which the former proved the better combination and won 4—2.

In the semi-final, the Staff met 'C' Ride. 'C' Ride started plus one goal on the handicap and were defeated by 9 goals to 2.

The second game was between 'A' Ride and 'D' Ride. The teams started level on the handicap, and 'A' Ride won by 7 goals to 1.

In the final the Staff met 'A' Ride. 'A' Ride started plus three goals on the handicap and beat the Staff by 6 goals to 5.

For the winners Guinness was excellent, while Gilpin and Nunn played very well for the losers.

The Baldock Cup was presented by Mrs. Conway-Gordon.

The Central India Horse Tournament was played at Saugor on March 18 and 20 during the 'Week.' No outside teams entered.

The first game was between the 'Bonzoes' (Mr. Mostert, 1; Mr. Gulsher Khan, 2; Lieut.-Colonel Vigors, 3; and Mr. Guinness, back) and the 'Duds' (Mr. Gregson, 1; Captain Pratt, 2; Captain Cairns, 3; and Captain Alexander, back). The teams started level, the Bonzoes winning by 6 goals to 2.

The second game was between the 'Old and Bold' (Mr. Caldecott, 1; Captain Frink, 2; Captain Nunn, 3; and Captain Gilpin, back) and the 'Puritans' (Captain Brett, 1; Mr. Way, 2; Mr. Ellis, 3; and Captain John, back). The 'Old and Bold,' after conceding three goals on handicap, won 9 goals to 4.

The final between the 'Old and Bold' and the 'Bonzoes' was a very interesting game to watch. The 'Old and Bold' received one goal on handicap, but lost by 4 goals to 2.

Mrs. Conway-Gordon gave away the cup and miniatures at the end of the game.

Horse Show.—The Equitation School Annual Horse Show, held on the Saugor Racecourse, concluded on March 19 with the presentation of prizes by Mrs. Conway-Gordon.

Although the entries in the programme were good, there was a large number of scratchings, and the class of horse shown was not quite up to the standard of previous years in several classes. The polo pony classes were, however, well filled, and the judges had some difficulty in selecting the winners. In the final of the open jumping, the spectators had the pleasure of watching some very high-class performances, notably Mr. Ellis's Old Bean, a 23-year-old horse,

which completed two rounds of the course with only one-and-a-half faults.

Captain C. Goulder, M.C., R.A., was responsible for the excellent arrangements throughout. Final results :—

Class 1 : Chargers (open to British Student Officers of the Equitation School).—Mr. Caldecott's Peter, 1; Captain John's Oh, Dear, 2.

Class 2 : Pigstickers (the property of members of the Saugor Tent Club, regularly hunted during the season 1924–25).—Mr. Head's Prettyfat, 1; Mr. Finch's Jack Frost, 2.

Class 3 : Polo Ponies, Lightweight, English and Colonial.—Captain Cairns' Elegance, 1; Captain Pratt's Remembrance, 2.

Class 4 : Polo Ponies, Heavyweight, English and Colonial.—Captain Gilpin's Fire-Fly, 1; Colonel Vigor's Hockley, 2.

Class 5 : Polo Ponies, Country Bred.—Captain Gilpin's Zimri, 1; Mr. Guinness's Grey Tick, 2.

Class 8 : Ladies' Hacks.—Mr. Gulsher Khan's Gazeera, 1; Colonel Vigor's Templemore, 2.

Class 9 : Ponies likely to make Polo Ponies.—Mr. Birnie's All Clear, 1; Mr. Gulsher Khan's Azmut, 2.

Class 10 : Horses, English and Colonial.—Mr. Caldecott's Peter, 1; Captain John's Oh, Dear, 2.

Class 11 : Horses, Country Bred.—Mr. Finch's Eyes.

Class 12 : Best Stable of Three.—Colonel Vigor, 1; Mr. Finch, 2.

Class 13 : Chargers (open to Indian Student Officers of the Equitation School).—Jemadar Jai Lal's Kaberi.

Class 14 : Open Jumping.—Mr. Ellis's Old Bean, 1; Mr. Finch's Jack Frost, 2.

Class 20 : Jumping (open to British Student Officers of the Equitation School).—Mr. Finch's Jack Frost, 1; Mr. Ellis's Old Bean, 2.

Class 21 : Pony Jumping.—Mr. Habeeb Ahmed's Czarina.

Class 23 : Jumping, Indian Student Officers' Chargers.—Jamadar Moti Ram's Ready Go.

Class 27 : Best Horses in the Show (open to winners of other classes only).—Sergeant Andrew's Tommy, 1; Mr. Finch's Eyes, 2.

Class 28 : Best Pony in the Show (open to winners of other Pony Classes only).—Captain Cairns' Elegance.

Captain C. Goulder, M.C., R.H.A., Assistant Instructor, rode the winner of the Open Jumping in the Imperial Delhi Horse Show.

Charger Test.—The Annual Charger and Troop Horse Tests of the Equitation School were held at Saugor on February 9, 10 and 11. The tests were initiated with the object of encouraging young officers attending the course at the Equitation School to buy and train horses of the right stamp for Cavalry and Artillery chargers.

The first part of the test was a long-distance ride to ascertain the stamina, condition and soundness of the charger. This consists of a ride of 30 miles at an average pace of 8 m.p.h. on two consecutive days, the whole 60 miles being completed within twenty-four hours. The going in the long-distance ride is exceedingly varied: hard roads, hilly and stony country all have to be contended with.

Immediately on completion of the long-distance ride, competitors went through the second part of the test, which is a gallop over 10 furlongs of the steeplechase course with seven 4-ft. fences at an average pace of not less than 18 m.p.h.

After finishing the chase course, competitors were given thirty minutes to prepare their mounts for a very stiff examination for loss of condition.

The third and fourth parts of the tests took place on the 11th instant, the third part being a *manége* test to prove the training and manners of the horses. The fourth part was held in the show ring over seven jumps of various shapes without wings.

On the first day 28 competitors were started at intervals of three minutes. All completed the distance, but three were disqualified for lameness.

The following morning, for the second 30 miles there were twenty-five starters, of whom twenty-four finished.

On checking in, competitors were immediately sent round the chase course. There were a few refusals and spills, which reduced the number of starters for the third day's events to 18.

On the morning of the third day, the *manége* tests were

held, the result of which found Lieutenant H. D. Caldecott's Peter leading with 263 marks.

Lieutenant H. B. Ellis's Ugly was second with 245½ marks, and Captain K. E. John's Oh Dear a good third with 245 marks.

The final stage—jumping—took place in the afternoon, which rather upset the calculations of many. Lieutenant Caldecott maintained his lead; Lieutenant Ellis's Ugly had one refusal, which placed him fourth on the final list; while Lieutenants Gregson and Habeeb Ahmed, by getting clear runs, were placed second and third, respectively. There were two other tests: one for British N.C.O.s., the other for Indian Officer and N.C.O. students. These tests were held concurrently with the charger test and were similar to it, with the exception that the distance in the endurance test was 20 miles, for which 2½ hours was allowed, and that the fences on the chase course were lower.

The standard throughout the charger test was very high. Final results were as under, the number of marks obtained by each competitor out of a possible 400 being shown:—

	Marks obtained.
<i>British Officer Students :</i>	
1, Lieutenant H. D. Caldecott, 13th Bombay Lancers ...	... 343
2, Lieutenant D. S. L. Gregson, 3rd Cavalry ...	... 334
3, 2nd Lieutenant Habeeb Ahmed, 2nd Hyderabad Lancers ...	333

British N.C.O. Students :

Lance-Sergeant J. Thompson, 4/7th Dragoon Guards ...	... 302½
Lance-Sergeant A. E. Andrews, 10th Pack Battery, R.A. ...	... 298½
Lance-Sergeant E. Shaw, 16th Field Battery, R.A. ...	298

Indian Officer and N.C.O. Students :

L.-Daf. Rati Ram, 2nd Lancers (G.H.) ...	... 322
Daf. Dharam Singh, 9th Royal Deccan Horse ...	... 309½
Daf. Sher Ahmad, 21st K.G.O. Central India Horse ...	301½

At the conclusion of the tests, the cups were presented by Mrs. Conway-Gordon, the wife of the Commandant.

In addition to the cups presented to the winners in each class was a cup presented by the Officers of the 5th Probyn's Horse for the best-trained, privately-owned charger. This

was won by Lieutenant Caldecott, in addition to the cup for the charger test.

Pigsticking and Shooting.—A party of students—Lieutenant Head, 4th Hussars; Lieutenant Bomford, 2nd Lancers; Lieutenant Howard, Bays; Lieutenant Salihuldin (Iraq forces), and Lieutenant Price, R.F.A.—spent a fortnight at Muttra, accounting for sixteen pig and some 500 head of small game, mostly duck and snipe. Lieutenant Bomford was unlucky in losing a horse, which broke its leg.

Saugor Tent Club.—For various reasons the pig in the district are on the decline. In spite of a poor start to the season, however, some good hunting has been enjoyed, the bag up to date being nine boar.

Shooting.—Small game shooting has on the whole been poor, the floods up north keeping most of the duck out of this district.

Big game has been above the average, three tigers having been killed; also two panthers and some good heads of sambhur and cheetal.

Racing.—The third Gymkhana meeting, held on March 21, when the challenge cups were competed for, produced some excellent racing. The following are the results :—

Katmandu Cup.—A steeplechase for Indian N.C.O.s; 1½ miles; catch weights, 11 st.—Daf. Amir Khan's Job, 1; Daf. Aher Ahmed's Barud, 2; L.-Daf. Rur Singh's Shera, 3.

Polo Scurry.—2½ furlongs.—Mr. Price's French Maid (Captain Frink), 1; Lieut.-Colonel Vigor's Templemore (Mr. Williams), 2; Mr. Thompson's Bonaparte (Owner), 3.

Grimshaw Cup.—A steeplechase for W.Os. and N.C.Os. of the Equitation School; 1½ miles; catch weights, 12 st.—Sergeant Stevenson's Dubbin, 1; Sergeant Gibbs' Felix, 2; Sergeant Currie's Kelly, 3.

The Stonewall Chase.—A steeplechase for horses the *bona fide* property of officers of the Equitation School. English and Colonial, 11 st. 7 lb.; others, 10 st.—Lieut.-Colonel Vigor's B.Aust.G. Linden (Captain Frink), 1; Mr. Caldecott's B.Aust.G. Peter (Owner), 2; Mr. Thompson's B.Aust.M. Flash (Owner), 3. Nine starters.

The Reynold's Cup.—A steeplechase for Indian officers of the Equitation School; catch weights, 11 st.—Jem. Abdul Kadir's Kangro, 1; Jem. Ram-singh's Salevia, 2; Jam. Abdullah Khan's Shela, 3.

A Handicap Flat Race.—6 furlongs.—Captain Vaughan's Banbury (Captain Frink), 1; Lieutenant Habeeb Ahmed's Bundle (Owner), 2; Mr. Denehy's Mary (Owner), 3.

The Point-to-Point Meeting was held on April 7 and 9, at the usual place—Makronia.

The first day's programme consisted of five events, the first of which, the Open Race ($3\frac{1}{2}$ miles) was won by Mr. L. Williams, 4th/7th Dragoon Guards, on Rubber Neck. Mr. Thompson, R.H.A., on Lieut.-Colonel Knollys' Loyalty, was close up. Ten started.

The Hambro Cup (W.Os. and N.C.Os.) was won comfortably by Sergeant Stevenson's Dubbin from a field of twelve.

The Netheravon Cup.—Distance, $3\frac{1}{2}$ miles; catch weights, 11 st. 7 lb.—Mr. H. D. Caldecott's B.Aust.G. Peter (Owner), 1; Captain John's Br.Aust.G. Oh, Dear (Owner), 2; Mr. R. G. Thompson's Bl.Aust.S., 3. Won comfortably. Fifteen started.

Mr. Denehy, Skinner's Horse, was unfortunate enough to break his collar bone for the third time during the course in a nasty fall at the fourth fence.

The 2nd Lancers Cup (a $2\frac{1}{2}$ mile race for Indian officers) was won by Jem. Abdullah Khan's Firefly from a field of four.

The 24th Punjabi Cup (a Pony Point-to-Point) only brought out three starters, and was won after a good finish by Mr. Habeeb Ahmed's Lakina, Mr. Thompson chasing him home after a succession of refusals.

2nd Day.—Inter Ride Relay Race.—Teams of four on remounts; each horse to do about 2 miles across country.—Winners, 'H' Ride (Indian N.C.Os.).

Mr. Caldecott, the winner of the Netheravon on Tuesday, and Mr. Finch, both fell and sustained broken collar bones.

The Poona Horse Cup (Indian N.C.Os.) was won by L.-D. Banta Singh's (Probry's Horse) Gred, after a good race.

In the *Norman Cup*, only two rides competed. 'A' had scratched early on, and 'C' Ride were forced to scratch owing to the casualties to Messrs. Finch and Caldecott. 'B' Ride won.



NOTES

PORTRAIT OF LIEUT.-COLONEL JOHN MURRAY

THE following, in connection with the frontispiece of the current number of the CAVALRY JOURNAL, may be of interest to readers.

Lieut.-Colonel John Murray joined the old coast army in the very early days of the Native Cavalry and fought through the Mysore Wars. His exertions in the field undermined his constitution, so that he finally had to be sent down to the coast to recuperate from before Seringapatam. On his way down he died at Alitoor, in the Salem district, on May 6, 1799, just two days after the storming of Tippoo's fortress.

He is depicted in a scarlet jacket on his Arab charger at the head of his Regiment.

EX-CAVALRYMEN'S ASSOCIATION 135 Regency Street, London, S.W.1.

The Association has made considerable headway since the last report was published. It will be seen from the following statement that during the short time the Association has been in existence its work has been crowned with success.

During the period December 7, 1924 to June 3, 1925, a total of 336 ex-cavalrymen registered their names with the Association. Of these

178 have been placed in employment.

35 have been struck off the register for various reasons,

(e.g., (i) Refused (in some cases more than once) work offered them, and would not give sufficient reason for refusal. (ii) Without giving a genuine reason, failed to report at the work, as promised,

and (iii) Proved unsatisfactory after being given a second chance).

40 are very elderly men and it is practically impossible to get employers to take men over a certain age, although the Association has been fortunate in placing one or two.

15 live so far away—some in Scotland—that it is difficult to place them quickly.

68 still remain to be placed.

336 Total.

The distribution by Regiments of men registered and men placed in employment is as follows :—

Regiment.	Number registered.	Number placed in employment.
Life Guards (1st and 2nd.) -	7	2
Royal Horse Guards -	7	6
1st King's Dragoon Guards -	3	1
The Queen's Bays -	7	2
3rd/6th Dragoon Guards -	25	16
4th/7th Dragoon Guards -	20	10
The Royal Dragoons -	11	5
The Royal Scots Greys -	8	3
3rd Hussars -	34	22
4th Hussars -	23	11
5th/6th Dragoons -	5	2
7th Hussars -	24	14
8th Hussars -	24	14
9th Lancers -	20	7
10th Hussars -	12	9
11th Hussars -	18	11
12th Lancers -	11	5
13th/18th Hussars -	10	3
14th/20th Hussars -	12	9
15th/19th Hussars -	18	10
16th/5th Lancers -	16	8
17th/21st Lancers -	18	7
Oxfordshire Yeomanry -	1	—
Sussex Yeomanry -	1	—
South African Horse -	1	1
Totals - - -	336	178

Men willing to do stable work, indoor work in clubs, etc. are greatly needed. The Association has had, on a few occasions, to apply to the Guards Employment and other Associations for extra men; it is also indebted to the Brigade of Guards Employment Society for a few openings for work.

The Committee hope that the work of the Association will successfully continue and that its future achievements will even excel those of the past.

The Funds of the Association have been severely taxed by the initial expenses in connection with the setting up of the office. It is, however, hoped that employers and others interested will subscribe.

The appended balance sheet shows the financial position of the Association up to June 1, 1925 :

BALANCE SHEET FOR PERIOD NOVEMBER 21, 1924, TO MAY 31, 1925.

RECEIPTS.			EXPENDITURE.		
By Regimental Subscriptions	209	18	To Office Expenses (Stamps, Clerk, Gas, etc.)	65	15
" Private Subscriptions	24	2	" Stationery	15	12
" Rent	19	10	" Furnishing Office	42	2
	0	0	" House Agent, Lease, etc.	12	17
			" Telephone	9	16
			" Rates	21	8
			" Rent	26	17
			" Concert	18	4
Total .	<u>£253</u>	<u>10</u>	Total Expenditure	212	14
			Balance Cr.	40	15
			Total .	<u>£253</u>	<u>10</u>
				0	0

It is clear that the Association is much appreciated by the men themselves, many of whom write letters of gratitude, and in some cases send subscriptions to the funds of the Association.

HOME MAGAZINES

The Editor acknowledges with thanks the receipt of the following journals :—

TITLE.	DATE.
<i>Faugh a Ballagh (R. Irish Fus. Regt. Journal)</i>	April, 1925.
<i>Artists Rifles Journal</i>	March, 1925.
<i>The Ypres Times</i>	April, 1925.
<i>Journal of the R.A.M.C.</i>	April, May and June, 1925.

TITLE.	DATE.
<i>Royal Tank Corps Journal</i> - - -	April, May and June, 1925.
<i>The Royal Engineers' Journal</i> - - -	June, 1925.
<i>The R.A.S.C. Quarterly</i> - - -	April, 1925.
<i>The 13th/18th Hussars Journal</i> - - -	Vol. I, No. 1.
<i>Practical Christianity</i> - - -	April, 1925.
<i>The Wasp (16th Foot)</i> - - -	April, 1925.
<i>The White Lancer</i> - - -	April, 1925.
<i>The Veterinary Journal</i> - - -	May, 1925.
<i>The Gunner</i> - - -	June, 1925.

WRECK OF THE TRANSPORT 'DESPATCH'

EXTRACT from the Register of St. Keverne's Church, Cornwall.
 William Whitehead, Minister, January 22, 1809.

'On Sunday morning about half past three the 'Despatch' transport (Geo. Fenwick, master), having three Officers and 70 men of the Seventh Light Dragoons, on her return from Corunna, was driven on the rocks near Coverack, and all on board perished except seven private dragoons. The three unfortunate officers, who had survived a disastrous campaign to perish on the English shore, were Major Cavendish, Captain Duckenfield, and Lieutenant Waldegrave.'

The 'Despatch' victims are commemorated by a marble which was originally erected in the churchyard, but is now a mural monument within the church. Below the names of the officers and other particulars appear these striking lines :

'When Britain sends at liberty's command
 Her ready youth to free a stranger land,
 She bears her slain in triumph to the shore,
 And the proud parent shows the wounds before.
 But when her sons, each form of danger past,
 Strain their glad eyes to view her hills at last;
 If then the tempest rolls the foaming flood,
 And her own ocean 'whelms her bravest blood,
 When there a Dukenfield, a Cavendish here,
 And youthful Waldegrave press a wat'ry bier;
 Their mourning comrades feel a moistened cheek,
 And bid the marble their dumb sorrow speak.
 Tyrant! the barrier of thy rage, the deep
 Aids thy fierce boast, and English mothers weep.'

The vicar of St. Keverne's states

'A parishioner of mine possesses a sword which is said to have belonged to one of the officers. Words have been engraved on the scabbard, but I have

failed to decipher them.' These are probably the name of the swordmaker, as the name or crest or coat armour of the owner would usually be found on the blade only. 'On the sword blade beneath the hilt there is the Royal Coat of Arms.' This is usual. A 'G.R.' surmounted by a crown would very likely be there also. 'On the other side of the blade is a figure on horseback with drawn sword.'

It is stated that a wild local tradition regarding the wreck still survives. It is to the effect that during the night of the anniversary of the disaster each year a ghostly roll of the luckless troopers is duly called on the wave-dashed shore.

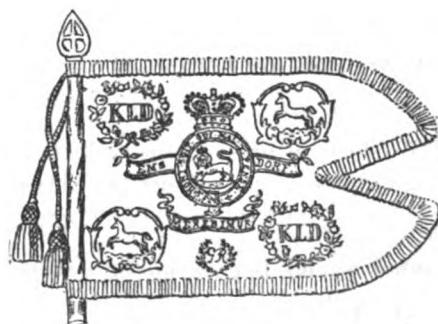
The Honble. G. W. C. Cavendish was the second son of Lord George Cavendish, and nephew of the Duke of Devonshire.

Captain S. G. Duckenfield was the eldest son of Sir N. Duckenfield.

Lieutenant the Honble. E. Waldegrave was the second brother of Earl Waldegrave.

Actually the 'Despatch' transport had on board 3 officers, 72 men and 36 horses; all perished except 7 dragoons.

Practically at the same moment the sloop of war 'Primrose' was wrecked at the same spot—the Manacle Rocks near Helstone. The 'Primrose' had on board, one hundred and twenty officers and men as crew and six passengers. Only one poor lad was saved.



DOMINION AND FOREIGN MAGAZINES

THE United States *Cavalry Journal* for April, which contains an excellent portrait of Marshal Foch, begins with an article, by Captain Colby, on 'Three Critical Defeats in American History.' These are: Long Island, 1776; the Capture of Washington, 1814; and Bull Run, 1861. The moral is that it is a mistake to embark upon a war armed only with 'a hullabaloo of hosannahs and a squirrel rifle.' The same sentiment occurs—couched, of course, in slightly different language—in the Bible. There are four technical contributions on, respectively, 'Co-operation between Cavalry and Air Service,' 'Training of Cavalry Radio Squads,' 'Mobility, Fire Power and Shock,' and 'Field Maps.' Colonel Hawkins writes on Colonel Brandt's 'Studies on Modern Cavalry' (published not long ago in Berlin). Colonel Brandt praises the use made by the Polish Commander of his Cavalry in the opening of the campaign of 1920 against the Bolsheviks. His pamphlet (it is only 62 pages) is so often referred to in the Cavalry Press of foreign countries that perhaps someone will translate it into English. Major Davison makes a dashing attack on the Service coat of the U.S. Cavalry, and gives it no quarter. He makes the interesting statement: 'Greek guardsmen wear bedroom slippers and ballet skirts,' a uniform which cannot be described as either Spartan or, to use an expressive American word, 'snappy.' Great Britain has occasionally borrowed ideas for clothing from abroad; let us hope that Q.M.G. 7 will never cast a speculative eye in the quarter just mentioned. Even Ouida would have jibbed at such a uniform for her heroes. But, after all, those

who are used to kilts should not criticise skirts. There is also an article on a Polo Tournament in Mexico City, and one on the Boise, Idaho, Endurance Ride. Altogether, a very entertaining number. In the April number of the CAVALRY JOURNAL, in reviewing the January number of the United States *Cavalry Journal*, I had to confess my ignorance as to the meaning of the phrase 'A Pink Tea Chump,' and appealed for enlightenment. This has come in the shape of the following very interesting letter to the Editor :—

Officers' Mess,
R.A. Park,
Halifax, N.S., Canada.
7th May, 1925.

DEAR SIR,

With reference to the April number of the CAVALRY JOURNAL :—

Having soldiered for many years in Canada, and having been, in consequence, a neighbour of the smaller portion of the North American continent, known as the United States, I can perhaps elucidate the verse which appears on page 206 of the issue in question. My definitions are as follow :—

Pink Tea.—A form of afternoon entertainment, popular among the fair sex, in which the table is decorated in pink, most of the eatables being also of that hectic tint. Except among the most enlightened circles in the U.S.A., the drinking of tea in the afternoon ('the English tea-function') is thought to be an effeminate proceeding. The writer having once inadvisedly done so on a verandah visible from the street overheard one inhabitant say to another 'Say ! look at that guy drinkin' tea.'

Chump.—A wooden-head, a dud, an effeminate male, a 'lounge-lizard' (col. U.S.A.).

I trust that the above Johnsonian definitions may be of service to your reviewer,

Yours faithfully,
C. C. SHAW,
Capt. R.C.A.

The Editor,
The Cavalry Journal.

This is not the first time that Canada has come to the assistance of the Mother Country, and all readers of the CAVALRY JOURNAL will, I am sure, be very grateful to Captain Shaw. And I should like to say that, having had the privilege from time to time of meeting a certain number

of American ladies, if ever I should be honoured with an invitation to a Pink Tea, I should, chump or no chump, guy or no guy, unhesitatingly and immediately reply, 'Lead me to it.' I might even, perhaps, add, in the excitement of the moment, 'Attaboy.'

In the January–February number of the *Revue de Cavalerie* two articles, one dealing with the British Cavalry in Palestine, the other with the new German Cavalry Instruction Manual are concluded. Col. Audibert contributes a lively account of the French cavalry operations after Jena (1806), which is to be followed by a second part entitled 'Grammont': this, but for the armistice, might have been the starting point for a cavalry pursuit which, the author suggests, might have put even 1806 in the shade, and that campaign ended in the capture of 140,000 men and 250 colours. An article of great interest is that by Lieutenant de Foucaucourt on the war-chariots of the ancient world, admirably illustrated with plates. We have it on the authority of Byron that 'the Assyrian came down like the wolf on the fold,' if however they used on this particular occasion the *char assyrien* as shown here they must have been very much more alarming than any number of wolves. This car was drawn by four horses and carried four men, one to drive and three to fight. There are also some valuable details about the Breton cars, which were as much of a surprise to Julius Cæsar as the tanks were to the Germans. Another valuable article is the first part of a collection of *citations* earned by French cavalry regiments during the European War. The March–April number contains the conclusion of Col. Audibert's article on the Pursuit of 1806 (after Jena) and reminds us how three Hussars captured a squadron and 700 a fortress. It is pleasant to find the operations of the British cavalry in Syria, September 19–October 31, 1918, specially mentioned as a model pursuit. But for the armistice we are told the Allied Cavalry would have followed the Napoleonic dictum 'battre, poursuivre, occuper les centres de

vie.' Col. Audibert's spirited style makes it a pleasure to read anything he writes. Comdt. Dauphinot describes the French cavalry operations in 1923 in the 'Tache de Taza,' a *zone dissidente* in Morocco and M. L. Mercier writes a learned article on the Arabian bridle. One reads in this, with interest, that the horse was imported into Arabia at a comparatively recent date and (with amazement) that Mahomet's stable only contained seven horses, which seems rather a scanty allowance for a Prophet. Other articles deal with field service and the use of light machine guns in the German cavalry. The *Citations*, which began in the previous number, are continued.

The December, 1924, number of the *Revue Militaire Générale* is its swan-song. The publishers have concluded that there was not room for it and also for the official organ the *Revue Militaire Française*. Its death—let us hope it is merely a suspended animation—will be regretted by all students of French military literature. The best thing in this its last number is, rather appropriately, the last article, written by the late Commandant Weil, the author of, amongst many other military histories, one that will no doubt become a classic, 'La Campagne de 1814.' The article in question deals in the most delightful manner with the long-winded, pedantic, obscure, befogged procedure of the Austrian Aulic Council, that *momifié* body, as Commandant Weil calls it. In 1799 39 boxes, the property of the French cartographer, Bacler d'Albe, were captured and the correspondence initiated by the Aulic Council with reference to these boxes and their contents went on and on until 1801. *Bella gerant alii* in all conscience! In reading this correspondence one is irresistibly reminded of 'The Disbanding of the Guava Rifles.' For red tape is to be found in all periods and in all countries, it knows no fatherland, it is universal and eternal, and, without being irreverent, one cannot help thinking that there will probably be a certain amount of it in the next world, not unconnected,

perhaps, with 'Harps, twanging of,' and 'Haloes, angle at which to be worn.'

The most important article in *La Guerra y su Preparación* for January is a detailed account of the military schools in the United States. This gives full information as to the course of education and training in all the schools from West Point downwards. One is rather puzzled to find amongst the athletic games at West Point a pastime called *Soocer*. I thought perhaps this might be a misprint for Snooker, but this is not, at all events in this country, where we take our pleasures so sadly, an athletic game. There is an American verb 'to soak' which means (so I have learnt in Shadowland) to 'attack with violence.' So, possibly, *Soocer* ought to be read as *Soaker*, which perhaps would not be an unfair name for American football. There are also some useful notes on the armies of Poland, Estonia, Lithuania and Latvia. The February number has an article, that will interest cartographers, on the map of Spain and a valuable note on French Ideas as to Anti-Aircraft Defence. The article on American military schools is brought to an end. It is interesting to read that one of the subjects of instruction at the Army War College is Psychology. What makes *La Guerra y su Preparación* so valuable a periodical is that it is always full of facts. In the March issue the most interesting item to English readers will be an account by the Spanish General Staff of Albuhera. There is some plain speaking in this. 'The most capable of Napoleon's marshals, and Soult was one of the most capable, were excellent subordinates but, left to themselves, did not show signs of genius.' 'On the Allied side what is most to be remarked is the want of decision and inactivity of the leaders.' But a tribute is paid to the discipline of what Napier calls that 'astonishing infantry' and the credit for this discipline is rightly given to the 'iron hand of *el Lord*.' Other articles deal with collective (*i.e.*, not individual) protection against gas, and the

frozen meat industry and the requirements of the army, with useful statistics dealing with other countries. There is also, as in all numbers of this excellent periodical, a section dealing with army questions in other countries of the world.

La Cooperazione delle Armi for January begins with a weighty article on what used to be called 'Tactics of the Three Arms,' but what is now 'Tactics of All Arms,' by Colonel Ascoli. General Carlo Ferrario contributes an article urging a fusion between Infantry and Field Artillery to this extent, viz., that Artillery Officers should be drawn from the Infantry. One of his points is that during the War, many lawyers made admirable siege battery commanders, which is odd, for on the face of it one would have thought that lawyers would be more likely to make good cavalrymen—for, at all events, they know, the world over, how to charge. He mentions one curious fact, when he was Professor in 1904–10 at the Scuola d'Applicazione d'Artiglieria e Genio, he found that Military Geography had been crowded out of the curriculum and that his pupils knew more about the Andes and the Himalayas than they did about the Alps. Three articles on, respectively, mountain warfare, colonial warfare, and the duties of an officer of the present day are brought to an end. The notices of periodicals of military interest and the reviews of books are particularly well done and useful. The February number begins with an article by General Ago on the organisation of a division and the duties of its commander. Colonel Garavelli, in an article on Artillery support, claims that the *barrage roulant* of the French Artillery was first made use of, if not officially recognised, in the Italian theatre of war. A useful article is that by Major Boga on the sources whence Italy draws her supply of oils and fats, and Captain Badino writes on the co-operation between Infantry moved by mechanical transport and Cavalry. The March number has an interesting article by Captain Norcen on *camouflage* as applicable to roads. He

advocates an extensive planting of trees and, taking a section of the Italo-Austrian frontier, gives a list of the various trees suited to the various altitudes. Captain Pelligra, in an article on the problems confronting Cavalry of the present day, points out that in military history, whenever Cavalry has been pronounced to be an arm of the past, it has always risen to greater successes and renown than ever before. General Cardona contributes a tactical exercise for engineers, and there is a brief article, translated from *La France Militaire*, on modern arms and armament in the United States. The April number leads off with an article by 'Fante di Spada' (knavе of spades—a pleasing pseudonym) on fighting in forests and wooded country, where the 'Fog of War' is thickest. There are, amongst others, two Artillery articles, and Captain Pelligra's contribution, mentioned above, is brought to an end. He suggests an excellent motto for the Cavalry of the future '*Avanzi senza titubanze!*' which it is not necessary to translate, and also gives a list of the qualities which a Cavalry Commander should possess. These range from *genialità* to *fisico gagliardo e ginnastico al massimo grado*. Captain Pelligra also mentions an admirable motto, that of the 'Genova' regiment: *Soit à pied, soit à cheval, mon honneur est sans égal.*

Alere Flammam for February contains two important articles: the first by Colonel Bianchi d'Espinosa on military training, and the second on German Ideas on Cavalry. This latter article, by Lieut.-Colonel Jones (a name which seems vaguely familiar), takes the form of an appreciation of Lieut.-Colonel Brandt's 'Studien über neuzeitliche Kavallerie an Hand der Kriegserfahrungen,' published last year in Berlin. Colonel Jones and Colonel Brandt agree that the obsession of trench warfare is gradually fading away and Cavalry is coming into its own again. Lieut.-Colonel Papone, in a few pages devoted to gas warfare, points out with delightful frankness that, while gas has been officially pronounced to

be both barbarous and treacherous, all nations are busy experimenting with it. The March number contains articles by Lieut.-Colonel U. Savoja on Railways in War; by G. U. Beltrami on Intellectual Co-operation between the Army, Navy and Air Force; and by Colonel Boccaccia on Strategy and the High Command. This last is of particular interest. The writer points out that since the Great War we have not heard very much of strategy, and hints that it may have received its death-warrant and that in future wars perhaps its place may be taken by psychology. He reprints some interesting old definitions of strategy, and remarks (and who will not cry 'Hear ! Hear' !) that the 'café strategist' is of no account whatever, because he doesn't know what he is talking about. There is also some interesting information, backed up by statistics, about the army of Jugoslavia. This number has a special, and separately printed, Supplement, dealing at length with the French Field Service Manual of 1925.

There are two Polish military periodicals now being published at Warsaw. The first is a monthly, with the admirable title *Bellona*; the second a quarterly, with the less euphonious designation of *Przeglad Wojskowy*, that is to say, 'Army Review.' 'Bless thee, Bottom, thou art translated,' might be the motto of the latter, as it consists very largely of translations from the foreign military press—not that it is any the worse for that. *Bellona*, which is the older of the two, has more original matter. They should be of great value to those officers who may be contemplating the learning of Polish, a difficult language in spite of the fact that the Polish title of 'The Vicar of Wakefield' is 'Wikary Wakefieldski.'

The *Schweizerische Vierteljahrsschrift für Kriegswissenschaft* contains in its first issue for 1925 an appreciation of the late General U. Wille, who wrote many books and pamphlets dealing with the Swiss Army; and an article by Lieut.-Colonel E. Bircher on the Critical Moment of the Battle of the Marne.

A most interesting article is that by Colonel Lebaud, entitled 'Mes impressions de guerre.' The European War found Colonel Lebaud in command of the 1st Battalion of the 101st French Infantry; he kept a diary on which his 'Impressions' are based. He gives an account of Ethe (the fight fought in a fog on August 22, 1914), which, he says, is 'plus anecdotique que tactique,' but it is none the less interesting for that. He says of the French Infantry Training Manual of April, 1914, and of various works inspired by it: 'On croit rêver aujourd'hui en lisant de telles énormités.' 'That's the stuff,' to quote a Greek chorus—I forget in which play—'which one would desire the gods to bestow upon them.' It will be perceived that the Colonel has a lively pen and is not afraid to use it. His Impressions are to be continued, and promise to make excellent reading.

The *Journal of the United Service Institution of India* for April, which contains a portrait of the late General Lord Rawlinson of Trent, begins with an article on the Battle of Shaibah, 12th to 14th April, 1915, by Major-Gen. Sir W. D. Bird, who says that it 'established the superiority of the British over the Turks and Arabs as fighting men.' This is followed by a lecture on Cost Accounting by Lieut.-Col. R. Prince, the first of a series of three on this subject, which will be glad news to those who are, like Charles Augustus Fortescue, 'extremely fond of sums.' There is a discussion on the Lewis Gun in Frontier Warfare and the conclusion is that on the Frontier it is something of a clog, or as Colonel E. C. Alexander politely puts it, 'power in an inconvenient form.' 'Skander Bey' writes an illuminating article based on an account by a Turkish Staff officer of the difficulties of Turkish communications to Irak in 1916. This is full of interesting things: for example, 'As is well known when a new division gets on the move, every Army Commander who has anything to do with its passage wishes to annex it as soon as it comes into his area'; 'the Kufa (used on the Tigris) is a curious vessel, made of reeds

and bitumen, resembling a tomato with the inside removed'; 'the feet of tall officers mounted on mules touched the ground and the march of these six legged combinations afforded much amusement.' The article also contains the Order of Battle, 6th Division and its March Table. Amongst other articles, all of interest, the two most important to readers of the CAVALRY JOURNAL will be Cavalry in Mobile Warfare by Lt. Colonel C. B. Dashwood Strettell and Cavalry *v.* Armoured Cars by Major C. A. M. Howard. Colonel Strettell deals with the Cavalry action at El Mughar in Palestine, November 13, 1917, and the Cavalry operations in Mesopotamia in the autumn of 1918, operations which 'show the capabilities of cavalry in fighting a delaying action, their power of executing long marches across country in a comparatively short space of time, and their capability of crossing rivers and of placing themselves across the enemy's line of retreat.' He adds 'possibly the main lessons to be drawn from the examples quoted are that cavalry depends more than any other arm on the character and determination of its leader.' He also alludes to the military atmosphere having 'got somewhat fogged by the intense propaganda of the enthusiasts for mechanical warfare.' Major Howard's article, being his impressions from the recent Eastern Command manœuvres, is equally interesting. He says that the *débâcle* at Gurgaon, when the advanced khaki cavalry literally walked into the armoured cars concealed in that village, was partly due to a misapprehension of the General and Special Idea and partly due to the fact that many Indian officers of the khaki cavalry had never seen an armoured car. Indeed, one Indian officer is stated to have 'gone up to an armoured car and asked for a drink.' Major Howard writes, and all readers of the CAVALRY JOURNAL will note his words with interest, 'until such time as armoured cars and tanks can go everywhere that cavalry can go and see everything that cavalry can see, cavalry will continue to be the predominant partner.'

The Canadian Defence Quarterly for January is a well mixed number. Colonel Roy contributes a list of some fifty books to be read in one's spare time, beginning with the Bible and ending with the 'British Official History of the Russo-Japanese War.' A very interesting article is that by Colonel C. F. Hamilton on the Regular Army and Tobacco. He suggests that the unpopularity of the Army in the old days was due to the fact that when, during the seventeenth century, the Government decided in the interests of Virginia to prohibit the growth of tobacco in England, troops of horse were employed to destroy the tobacco plants of those growers who had ignored the prohibition. It may be so. But I should like to remark that, many years back,—at the request of a friend who died (mysteriously) long ago—I smoked a pipeful of English-grown tobacco, and I should have regarded any trooper who had cut down either the grower or the manufacturers of the said tobacco as a public benefactor. The 'Civil Operations of the Royal Canadian Air Force' by 'Aileron' is an admirable account of the way in which aerial surveys are carried out and, which is even more interesting, the manner in which millions of acres devoted to forestry are daily patrolled during the season of fire hazard. During 1924 in the Manitoba area no less than sixty-one separate outbreaks were spotted from the air and many of them fought from the air.' Two other outstanding articles are 'Ten Thousand Miles in H.M.C.S. *Thiepval*' by F. B. Watts, and 'The Organisation of the Medical Services in the North-West Campaign of 1885.' It is pleasant to observe from the April number that the January CAVALRY JOURNAL has been read, marked and inwardly digested in Canada. There is an extract from Major Hume's 'Notes on Modern French Cavalry;' Major Preston's article 'Notes on Present Day Yeomanry' is used for purposes of comparison, by Major R. S. Timmis, who writes on the same subject from a Canadian point of view; and a passage dealing with a gallant exploit

of the Fort Garry Horse is also quoted—which, like a mid-Victorian cocoa, is both grateful and comforting. After the sensational slush that one has read dealing with Intelligence and Information in the Great War it is very pleasant to find so straightforward and sensible an article as Lieutenant-Colonel G. R. Peartree's 'Short Outline of the Growth of the Intelligence Services.' He pays a well-deserved tribute to the old Topographical and Statistical Branch and also to Sir Henry Brackenbury as a D.M.I. But he does not mention—indeed it is not generally known—that the real founder of the Intelligence Department in the British War Office was H.R.H. the Duke of York, who in 1804 wrote a minute to Mr. Pitt recommending the formation of a 'Deposit of Military Knowledge.' The books which formed part of this 'Deposit' are still in the War Office Library. Another very interesting article is 'The Baghdad Railway' by Colonel J. Sutherland Brown. Other pages that will be read with profit deal with the 'Royal Military College of Canada,' 'Sea Power in its relation to Canada' and 'Tactics illustrated' by Major L. S. Goodeve. There is also a brief biographical sketch of Major-General J. H. MacBrien, Chief of Staff, Department of National Defence, and an appreciation of the late Lieutenant-General Sir Willoughby Gwatkin by Colonel C. F. Hamilton. Quite apart from the allusions to the CAVALRY JOURNAL, it has been a real pleasure to read this number.

F. J. H.



RECENT PUBLICATIONS

‘Sir John Moore’s System of Training.’ By Colonel J. F. C. Fuller, D.S.O. Hutchinson. 10s. 6d.

It is unfortunate that the desire for self-expression by the great captains has not been more equally spread over the ages. An account by himself of Sir John Moore’s methods and of the sources from which he derived his inspirations would now and for ever be of inestimable value. Still, as the author says, to a hungry man half a loaf is better than no bread, and Colonel Fuller, as the result of deep research, has given us a generous half-loaf. The first few chapters are mainly biographical; thereafter the book is devoted to the System.

The main interest lies in the birth at this time of the recognition of the fact that German discipline is totally inapplicable to the British race. ‘Brutality must be replaced by mutual confidence between officers and men’; and again, ‘the whole system was one of developing not represssing the intelligence of the man.’

At this day no better lesson in the command of British soldiers can be found than in a study of Moore’s personal example and in his precepts as they are found recorded in the Standing Regulations of the various units of Moore’s Brigade with special reference to the ‘Regulations of the Corps,’ *i.e.*, of the 95th Rifle Corps now famous as the Rifle Brigade; all of these are fully quoted.

The author puts forward a plea for a second Shorncliffe camp—another experimental Brigade—to try out every advance in science and mechanism. Whilst we agree that the imaginative brain of the chemist and the mechanic needs

constant fillip and due recognition of its production, we think that Moore contemplated a unit adaptable to any methods were it trained upon his system.

F. H. S.

'The Red Badge of Courage.' By Stephen Crane. With a preface by Joseph Conrad. W. Heinemann. 7s. 6d.

STEPHEN CRANE's masterpiece was first published in England in 1895. It was compared by a critic of that date to Marbot's Mémoires, to which it bears about as much resemblance as, to use a homely simile, a raw steak does to a dish of cutlets *à la Réforme*. If it can be coupled with any book it is with 'Stories of Soldiers and Civilians,' by Ambrose Bierce. It is the tale, covering a few days, of a young recruit in a raw, untried regiment in the American Civil War, of his feelings, of his panic, of his recovery, and of his growing pride in his regiment. It probably expresses pretty exactly what many young recruits have felt. The generals are 'lunkheads' and a fellow private 'talks as if he thought he were Napoleon Bonaparte,' but the regiment becomes (as all regiments, horse or foot, should and do) the finest regiment in the Service, and the recruit himself is pronounced by his lieutenant to be a 'jimhickey.' This, we learn from a remark by the colonel of the regiment, means 'a good 'un.'

The fighting is, naturally, almost as old-fashioned as the Crusades compared with the late war. But the 'fifth element' which Napoleon discovered in Poland and which was not unknown in Flanders, is particularly mentioned on the first and last page, where there are allusions to 'troughs of liquid mud.'

This little book does not cover 200 pages, but as the late Mr. Conrad admirably says in his preface, 'gems are small.' And the interesting thing is that while Marbot, Tomkinson, Schaumann, Blakeney and many others wrote about what they actually saw and felt and experienced, Stephen Crane was, as children say, 'telling us a story.'

F. J. H.

'Military Geography of the British Commonwealth,' by Major A. E. W. Salt, Army Educational Corps. Gale and Polden. 10s.

THOSE who have been fortunate enough to hear the lectures of the author, anticipated great pleasure from the reading of his book. Such anticipation has, indeed, been gratified, for the work runs pleasantly from end to end.

Too often, books dealing with this subject, resolve themselves into dismal catalogues of dry facts, demanding weary hours for their assimilation; but in the case of this volume, such interest is maintained, that having commenced to read it is difficult to lay the book aside. The great problems of Empire are dealt with in such a manner, that, without any neglect of detail, a broad and comprehensive view is obtained.

The preface states, that the work is primarily for Promotion and Staff College examinations, but a much greater circle of readers should await so excellent a medium for acquiring an insight into the greatness of the British Commonwealth.

For the former, the arrangement of the book is admirable. The chapters are so arranged, that special questions may be studied by themselves, and the officer who has to prepare largely by his own efforts will find that he is saved a great deal of unnecessary searching. A glance at the Headings of the Chapters will be sufficient to assure intending candidates that here is the help they require in preparing for their great tests.

It would be difficult to find a 'Military Geography' more suitable for this purpose.

For the general reader the vital questions, that are usually answered in so nebulous a manner, are clearly dealt with, and such a grasp is obtained of facts and underlying principles that new light illuminates many hitherto dark problems.

J. A. S.

'Avowals.' By George Moore. W. Heinemann. 10s. 6d.

MR. MOORE's 'Avowals' first appeared in the *Fortnightly Review*, and were then published in book form, in a limited edition, in 1919. They contain a number of outspoken, jaw-smashing, flat-footed, sledge-hammer literary *obiter dicta* which, whether one agrees with them or not, make one reflect. For example: 'Robinson Crusoe is the most English of all books'; 'the unfortunate Stevenson merely wrote a succession of accidents'; 'George Eliot seems trivial'; (another critic, Mr. Arthur Machen, has gone one better and admirably described her as 'dreary and draggle-tailed'); 'the literature that interests the next generation is not written for money'; 'the best seller is in essentials always Jane Eyre'; 'Thackeray's is a meagre, sandy mind.' Many of these avowals were made to, or received from, Sir Edmund Gosse. One wonders if there is a touch of kindly malice in the way in which Sir Edmund is made to refer, from time to time, to his 'History of English Literature'; it reminds one rather, although there is no mention of publisher or price, of Mr. Squeers and the prospectus of Dotheboys Hall. And surely Sir Edmund cannot have alluded, as in the text, to Mr. Pickwick's 'valet.' We have it on the very best authority, that of Sam himself, that he looked like 'a kind of compo of a footman, a groom, a gamekeeper and a seedsman.' And, in any case, it would not have been spelt with a 'wee' but as 'walet.' F. J. H.

'Organization for War within an Infantry Battalion.' By Colonel T. N. S. M. Howard, D.S.O. Gale and Polden. 1s.

THIS pamphlet sets out in greater detail than is possible in 'War Establishments' the organisation for War within a Battalion. It also suggests an 'Approach March' formation and a 'Formation of Readiness.'

It would be of great value if a similar book could be compiled for a Cavalry Regiment. R. H. O. H.

SPORTING NOTES**HOME****RACING**

THE National Hunt Steeplechase is always one of the most popular sporting events of the year and this season was no exception to the rule. As this race is confined to maidens, little can be known of the form of most of the competitors and, out of the field of 29, only two were seriously backed, *viz.* Mr. Deterling's Black Abbot (owner) and Major S. Green's Ardvasar (Mr. P. Dennis).

The latter eventually won by 15 lengths, but was all out to beat Mr. C. Piggott's Little Jim II. (Major Wilson). These two were out by themselves coming up to the last fence where Little Jim held a slight advantage, but, failing to negotiate it, the winner, though very tired, got home in front of Bonny Brown and Already.

The Grand National

Double Chance, a ch g by Roi Hérode or Day Comet out of Kelibia, one of the gamest and most consistent horses that ever looked through a bridle, proved the winner of the best "National" that has been run for years. Thirty-three horses faced the starter, amongst them Fly Mask and Silvo, second and third last year; Music Hall and Sergeant Murphy, winners in 1922 and 1923 respectively; Ballinode, winner of the Sefton; Winnall, who was going so well last year when interfered with by a loose horse; Drifter, second in 1922, fifth in 1923 and fourth in 1924; Patsy V., winner of the Liverpool Foxhunters Chase and the National Hunt; Old Tay Bridge, none too sound but a grand chaser, and other high class performers.

Drifter and Winnall set a strong pace. At the Canal Turn Winnall appears to have squeezed Sergeant Murphy against the wing, Ardeen being also badly interfered with. The well backed Ballinode fell at the fence before the water. Passing the stands Fly Mask, Peter the Piper, Drifter, Max, Ballymacrory, Sprig, Silvo and Old Tay Bridge were prominent. After jumping Valentines Silvo went to the front and came on to the racecourse looking a certain winner. He then began to weaken and was caught by Fly Mask and Double Chance. Old Tay Bridge then raced to the front and jumped the last fence clear of Double Chance. Then, as we have seen him do before, the latter refused to be beaten, and, putting in a most determined challenge, won by four lengths. Fly Mask was third. Then came Sprig, Silvo, Dwarf of the Forest, Jack Horner, Max and Drifter.

The winner was most capably ridden by Major J. P. Wilson.

The Two Thousand Guineas

Much of the interest in the race went out with the withdrawal of Picaroon, Mr. Cox's colt having developed an abscess on the leg a few days before the event. Favouritism then rested with Zionist, who was backed down to 5 to 4, Solario and St. Becan (obviously backward) were backed at 7 to 1 and 9 to 1 respectively, but there was little money for anything else. The race resulted in one of those surprises that we are becoming hardened to this year, Manna being always well placed and eventually winning, without being seriously extended, from St. Becan and Oojah. The winner is a bay colt by Phalaris out of Waffles, by Buckwheat out of Lady Mischief, by St. Simon out of Vain Duchess by Isinglass, and was bought as a yearling by Mr. Morris for 6,300 gs. He was trained by F. Darling at Beckhampton and was ridden by Donoghue.

Writing immediately after the event it would appear that St. Becan is the most likely of the two to run well in the Derby, as he was palpably not wound up, whereas it is doubtful if the winner can be made very much better.

In Mr. Dawkins's 2 year old handicap the weights were Manna 8 st. 6 lb., Oojah 8 st. 1 lb. St. Becan was not included.

The One Thousand Guineas

It did really seem that here we had a smashing good filly that could not be beaten, and for once the favourite fulfilled expectations, Saucy Sue starting at 4 to 1 on and winning in a canter from Miss Gadabout and Firouze Mahal.

The winner is a beautiful bay filly by Swynford out of Good and Gay, and belongs to Lord Astor. What a pity she is not in the Derby !

The Derby

Before the race the general opinion was that this year's three year olds were moderate, but there seems to be one really good one in Manna. If we leave out the races run at Newmarket, we have to go back to 1911 to find a horse that has won both the Two Thousand Guineas and the Derby, but Manna has done it this year and in no uncertain fashion.

Twenty-seven horses faced the starter. Manna was drawn No. 14.

As soon as the tapes went up he jumped off smartly, and quickly making his way to the front, was able to take the coveted post on the rails before the first bend was reached. From this point there was really only one in it. By the time Tattenham Corner was reached he was clear of his field, and, gradually increasing his advantage, won by 8 lengths. Zionist was second and Sirdar, who made up a good deal of ground towards the finish, third.

Ptolemy showed how unnecessary were the somewhat ridiculous precautions which had been taken to ensure his safety, and the favourite, Cross Bow, never flattered.

What can one say of Donoghue, who rode him ?

In our last issue we said that no jockey of outstanding genius had been

seen on the flat of late years. We did not include Donoghue because, though we have seen him ride many wonderful races, there have been periods during which his brilliance seemed to have left him. After winning four Derbies in five years no one can withhold from him the right to claim a place amongst the outstanding jockeys of the past century. He has certainly gained a place in the affections of the public that no one, except Archer, has ever attained, and the fact that his mount drifted out from 11 to 2 to 9 to 1 on the day of the race can only be accounted for by the fact that Phalaris had not been distinguished for breeding stayers, and the general public believed that not even the handling of a Donoghue could make Manna stay a mile and a half in going which the recent rain had made distinctly holding.

Mr. Morris's colours, rose, black and rose hooped cap, are comparatively little known on the English turf, as his business affairs compel him to spend most of his time in China; but his interests are most ably cared for by F. Darling at Beckhampton.

THE DERBY STAKES of 50 sovs. each, half forfeit if struck out, with 3,000 sovs. added; breeder of winner to receive 500 sovs., owner of second 400 sovs., and the owner of third 200 sovs out of stakes. About one mile and a ha'f.

MANNA , b c, by Phalaris—Waffles (Mr. H. E. Morris), 9st.....	S. Donoghue 1
ZIONIST , b c, by Spearmint—Judea (The Aga Khan) 9st.....	B. Carslake 2
THE SIRDAR , b c, by McKinley—Gibbs (Mr. A. K. Macomber), 9st....	A. Esling 3

Also ran—Mr. J. Hornung's Bucellus, Lord Derby's Conquistador, Sir H. Meux's Constantius, Lord Astor's Cross Bow, Mr. V. Thompson's Dalmagarry, Sir C. Hyde's Dignity, Sir G. Bullough's Ethnarch, Mr. H. C. Sutton's My Crackers, Mr. A. Lowry's Pons Asinorum, Mr. C. Howard's Priory Park, Captain J. D. Cohn's Ptolemy II., Sir E. Tate's Roidore, His Majesty's Runnymede, Sir G. Bullough's St. Becan, Mr. S. B. Joel's St. Napoleon, Sir J. Rutherford's Solario, Mr. A. C. E. Howeson's Solitary, Mr. W. Singer's Sparus, Lord Ganelly's Sunderland, Mr. T. F. Ryan's The Virginian, Lord Rosebery's Tissaphernes, Major A. Vigor's Vicot, Mrs. W. Raphael's Warminster, Mrs. Foster's Flying World.

(Winner trained by F. Darling, at Beckhampton.)

Betting.—9 to 2 agnst. Cross Bow, 8 to 1 Conquistador, 9 to 1 MANNA, 10 to 1 each Zionist and Solario, 100 to 7 Ptolemy II., 100 to 6 Runnymede, 20 to 1 St. Becan, 25 to 1 Dignity, 40 to 1 each Bucellas, Pons Asinorum, Sparus, and Vicot, 50 to 1 each The Sirdar and Warminster, 66 to 1 each Sunderland, Tissaphernes, and Constantius, 100 to 1 each Priory Park, Roidore, and The Virginian, 200 to 1 each agnst. the others.

Won by eight lengths; two lengths separated second and third. Warminster was fourth and Constantius last.

The Oaks

In this race Lord Astor's lovely filly, Saucy Sue, stood out by herself. She was opposed by 11 others, but their owners can have had but slight hopes of success.

In the event, Saucy Sue had little to do but canter alongside her opponents and go to the front any time she wished. She is probably the best filly we have seen for many years, and with her perfectly smooth action looks like staying for ever.

Winners of Great Races, 1925

Brocklesby Stakes	Risky	colt	(8/1)
Lincolnshire Handicap	Tapin	4 yrs. ....8 st. 7 lb.	(9/1)
Liverpool Spring Cup	Paddy	4 yrs. ....8 st. 3 lb.	(7/2)
Grand National	Double Chance ...a.	10 st. 9 lb. ...	(100/9)
Newbury Spring Cup.....	Paddy	4 yrs. ....7 st. 8 lb.	(20/1)
Great Metropolitan.....	Brisl.....	5 yrs. ....8 st. 9 lb.	(8/1)
City and Suburban.....	Greek Bachelor ...5 yrs.	6 st. 10 lb. ...	(25/1)
Two Thousand Guineas.....	Manna.....		(12½/1)
One Thousand Guineas	Saucy Sue		(1/4)
Chester Cup	Spithead	6 yrs. ....8 st. 7 lb.	(11/2)
Kempton Jubilee	Amethystine	4 yrs. ....6 st. 7 lb.	(20/1)
Newmarket Stakes	Cross Bow		(5/1)
The Derby Stakes	Manna.....		(9/1)
The Oaks Stakes	Saucy Sue		(30/100)

THE ARMY POINT TO POINT

Dunchurch was chosen this year for the annual meeting. The course was a long four miles and the going was decidedly on the heavy side, with a great deal of ridge and furrow, especially during the first half of the journey. The impression one got from walking the course was that the fences were distinctly on the big side, but the riders stated that they were nothing out of the ordinary. There was a big attendance of spectators, but unfortunately after the first race the visibility became very bad and it was impossible to get a good view of the racing.

In the first race the evergreen Pippen took a day off from his varied duties to win the Prince of Wales's Cup for the third year in succession. It is a fortunate thing that he was not cast for debility as so nearly happened before coming into the hands of his present owner.

Hard Cash won the Heavy-weight race and is stated to have completed the course in the best time of the day. Even though times may not go for much in a Point to Point it was nevertheless a fine performance.

The nippy Grey Tick seems equally at home over any course, and made things too hot for his nine opponents, whilst the handsome Merrie England gave his owner, General John Vaughan, another winning ride in the last race of the day. Both horse and rider finished as fresh as paint.

Details :—

PRINCE OF WALES'S CUP LIGHT-WEIGHT RACE.

PIPPIN (Mr. W. J. R. Bedford's) (R.A.—Warwickshire).....	Owner 1
MYRIAD (Lord Killeen) (17th/21st Lancers—R.A. Harriers).....	Owner 2
THE CELIBATE (Mr. A. W. F. Gossage) (17th/21st Lancers—V.W.H.)	Owner 3

Eighteen ran. Two lengths; six.

LORD BEATTY'S CUP (WELTER RACE).

HARD CASH (Hon. C. G. Cubitt) (1st Royal Dragoons—Crawley and Horsham)	Owner 1
ALDBOROUGH (Mr. D. Miller's) (17th/21st Royal Lancers—Pytchley)	Owner 2
REGINA (Squadron-Leader J. Everidge) (R.A.F.—Hambledon).....	Owner 3

Fifteen ran. Two lengths; length.

EARL HAIG'S CUP (CHARGERS' RACE).

GREY TICK (Mr. C. B. Harvey) (10th Royal Hussars—Berkeley)	1
JOHNNY GO LIGHTLY (Mr. J. C. Friedberger) (R.A.—Pytchley).....	2
REDWING (Captain T. R. Stanyforth) (17th/21st Lancers—Tedworth).....	3

Ten ran. Two lengths; six.

NORTH WARWICKSHIRE HUNT RACE.—HEAVY-WEIGHTS.

THE GUNNER (Mr. C. S. Green).....	1
Three ran.	

LIGHT-WEIGHTS.

BOGIEMAN (Captain H. Rich).....	1
Two ran. Only two finished.	

NORTH WARWICKSHIRE HUNT FARMERS' RACE.

TWANK (Mr. C. R. Parson).....	1
WISEACER (Messrs. E. and T. Follow).....	2
WHITESOCKS (Mr. F. Horn).....	?

Eight ran. Half-length; bad.

EARL OF CRAVEN'S CUP (PAST AND PRESENT RACE).

MERRIE ENGLAND (Major-General J. Vaughan) (Retired—Quorn)...	Owner 1
WEARY (Mr. C. H. M. Brunker) (Equitation School—Pytcheley).....	Owner 2
RED GAUNTLET (Mr. H. C. Walford) (17th/21st Lancers—Pytcheley)...	Owner 3

Thirteen ran. Easily; six lengths.

1ST CAVALRY BRIGADE POINT TO POINT

The meeting was held at Wokingham on March 17 in fine weather. The course was in good order, with the exception of three fields. It is not, however, a good one from the spectator's point of view, and little could be seen of the racing.

The first race was won by Mr. P. L. Wilson's Loppy. This horse was originally a trooper, and, not being thought worth bringing home, was set aside to be sold in Germany. His owner has made a very nice horse of him now and he won in a canter.

The next was won by Lieut.-Colonel M. Graham's Winburn, a cheery customer to come up against in a chargers' race, being by Winstanley (by Gallinule out of Aida) out of Polly Burns, by Polymelus out of Ayrshire Lassie, by Ayrshire out of Sterling Lass, by Sterling. Aida was by Galopin out of Queen Adelaide by Hermit.

How does Colonel Alexander buy this class of horse for the Army? Another really nice horse is Mr. C. G. Cubitt's Hard Cash, winner of the Army Heavy-

weight. He was always cantering in front and gave his owner a very comfortable ride.

The results are given below.

ROYAL DRAGOONS' LIGHT WEIGHT RACE.

LOPPY (Mr P. L. Wilson).....	Owner	1
BUBBLES (Mr W. B. Scott).....	Owner	2
PONTIFF (Lieut.-Colonel W. T. Hodgson)	Owner	3

Seven ran.

10TH ROYAL HUSSARS CHARGERS' RACE.

WINBURN (Lieut.-Colonel M. Graham).....	Owner	1
GOOGLE (Mr. C. B. Miller).....	Owner	2
PETER (Mr. J. D. Hignett).....	Owner	3

13TH/18TH HUSSARS SUBALTERNS' RACE.

ROUGE ET NOIR (Mr. E. S. Sword).....	Owner	1
RIO (Mr. J. H. Hirsch).....	Owner	2
WATERFORD (Mr. D. O. E. H. Blake).....	Owner	3

Six ran.

ROYAL DRAGOONS' HEAVY WEIGHT RACE.

HARD CASH (Mr. C. G. Cubitt).....	Owner	1
THE UNKNOWN QUANTITY (Mr. W. B. Scott).....	Owner	2
MAJESTY (Mr. W. H. Gossage).....	Owner	3

Nine ran.

10TH ROYAL HUSSARS' PAST AND PRESENT RACE.

BLIGHTY'S BROTHER (Major D. C. H. Richardson).....	Owner	1
ROCHBERG (Lieut.-Colonel M. Graham).....	Owner	2
LIMERICK LAD (Mr. J. R. Gaskell).....	Owner	3

Ten ran.

13TH/18TH HUSSARS' REGIMENTAL RACE.

SAGE (Captain C. H. Miller)	Owner	1
RUDOLPH (Mr. J. Hawker's)	Owner	2
CAVIARE (Captain G. W. Gore-Langton)	Owner	3

Eight ran.

At the Greenjackets Point to Point near Odiham on March 19th, Mr. Cripps' The Star won the K.R.R.C. light-weight, Colonel Thynne's The Bride The King's Cup, Lieut.-Colonel Buxton's Bootjack The Rifle Brigade light-weight, and Mr. Troyte-Bullock's Penny the K.R.R.C. and Rifle Brigade heavy-weight.

STAFF COLLEGE POINT TO POINT RACES

A very successful meeting was held at Hawthorne Hill on March 24. This course is always popular with spectators as almost every fence can be seen, but in spite of alterations it is rather an awkward one to ride over, and good horses seem to fall there more often than usual.

The fields were first rate, 69 horses facing the starter in the 5 military races.

In the light-weight race Brandy Wine put in a most determined finish, and in spite of his 16 years fairly worried Skylark out of it in the last 50 yards. His cheery owner rode a very strong finish in spite of the fact that he would have obviously been the better for a few winding up gallops himself.

Colonel Graham produced another useful charger in Diamond Star (by Arizona out of Royal Gem) and completed a nice double with Rockberg, who had previously run creditably at Sandown.

Captain Lloyd won the heavy-weight race with Wild Iris, and in the Mounted Infantry race The Lear, ridden by Captain Campbell, was always going too well for his opponents.

STAFF COLLEGE LIGHTWEIGHT RACE for a cup presented by the ladies hunting with the Staff College Drag Hounds, and a cup presented by Major-General Sir W. E. Ironside. 12st.

Major M. O'M. Creagh's (15th/19th Hussars)	BRANDY WINE	.....	Owner	1
Captain F. Thornton's (16th/5th Lancers)	SKYLARK	.....	Owner	2
Major E. H. Clarke's (R.E.)	ESSEX	.....	Owner	3

Won on the post by half a length; three lengths separated second and third.
BRANDY WINE won Major-General Ironside's Cup.

NOMINATION RACE, a sweepstake of £1. 12st. 7lb.

Lieut. - Colonel Malise Graham's (Aldershot Command Drag Hounds)				
DIAMOND STAR	.....	Owner	1	
Captain McMullen's (Garth)	FAIRY PRIESTESS	.....	Captain Harris	2
Mr. F. K. Headington's (Berks and Bucks Staghounds)	THE GIFT VIII.	.....	Mr. K. Headington	3

Won easily by five lengths: half a length separated second and third.

STAFF COLLEGE HEAVYWEIGHT RACE for a Cup presented by the ladies following the Staff College Draghounds and a Cup presented by the Directing Staff. 14st.

Captain L. S. Lloyd's (13th/18th Hussars)	WILD IRIS	.....	Owner	1
Major C. W. M. Norrie's (11th Hussars)	SAVINGS	.....	Owner	2
Major Ramsden's (South Wales Borderers)	MAPLE TWIG	.....	Owner	3
Major G. S. Brunskill's (King's Shropshire Light Infantry)	PETER I.	....	Owner	4

Won in a canter by six lengths; five lengths separated second and third
Peter I. won the Directing Staff Cup.

STAFF COLLEGE PAST AND PRESENT RACE, a sweepstake of £1 each; a Cup presented by the Student Officers to the first officer of the Directing Staff to finish. 13st.

Lieut.-Colonel Malise Graham's (10th Royal Hussars)	ROCKBERG	...	Owner	1
Major C. W. Norrie's (11th Hussars)	JOCK	.....	Owner	2
Lieut-Colonel T. R. Price's (Welsh Guards)	DEVON DALE	.....	Owner	3
Lieut-Colonel W. G. Lindsell's (Royal Artillery)	FIDGET	.....	Owner	4

Won by two lengths; eight lengths separated second and third. Fidget won the Student Officers' Cup.

THE MOUNTED INFANTRY CHALLENGE CUP. 12st. 7lb.

Captain Alastair Campbell's (A. and S. Highlanders)	THE LEAR	, 13st...	Owner	1
Major A. C. Stanley Clarke's (Cameronianians)	MIZAR	, 13st	Owner	2
Captain J. E. H. Rollo's (Black Watch)	OLIVE BLOOM	, 13st	Owner	3

Won by 20 lengths; a length separated second and third.

SOUTH BERKS HUNT POINT-TO-POINT

This meeting was held on March 25 at Sonning, over a course laid out by Mr. Fryer of Holme Park. Considering that on January 6 a boat was rowed the entire length of the course, the water in places being quite 4 feet deep, the going was extraordinarily good. At present the course is rather intricate, and in the South Berks Hunt race the unusual occurrence happened of the first three being disqualified for going the wrong course. It is hoped, however, that the difficulties will be overcome by next year.

Details.

10TH HUSSARS REGIMENTAL CUP.

Mr. C. B. Harvey's b. g. WILD MAN	1
Colonel M. Graham's b. g. WINBURN	2
Major D. Richardson's b. g. MOY	3

SOUTH BERKS HUNT RACE.

Major D. Richardson's ch. g. OLIVER	1
---	---

1ST BATTALION "THE CAMERONIANS" RACE.

Major C. N. Barclay's br. g. SHAMUS	1
Major R. N. O'Connor's br. m. MISS JELLY	2
Captain M. Carpendale's blk. m. SURPRISE	3

NOMINATION RACE.

Mr. Oliver Dixon's b. g. ROYTHOR	1
Mr. H. Chalcraft's br. m. SAMOSE	2
Mr. Oliver Dixon's b. g. LORD LISLE	3

The Garth held their annual meeting on March 31 over a course near Arborfield. The light-weight race was won by Mizar, a particularly nice looking chestnut by Pam-Bachelors Lass, owned by Major Stanley Clarke and ridden by Captain J. H. Dudgeon.

In the Nomination race, Hard Cash again showed what a hot lot the chargers are this season by carrying a 14 lb. penalty and winning in a canter. Captain C. Townsend's Foxy Lad defeated Liffey Bank after a good race in the heavy-weight, and in the R.M.C. race a rattling set to between Mr. P. Payne Gallwey and Mr. D. W. Heneker resulted in a victory for the former. As we understand that he is to join the 11th Hussars, who are shortly returning to England, we should see more of him in the future.

The Household Brigade Nomination race was won by Major P. Battye's Right Royal.

ROYAL ARTILLERY MEETING, SANDOWN

THE ROYAL ARTILLERY WELTER HUNTERS' STEEPELCHASE.

THE PILOT XIII., br. g. by The Pilot—dam's pedigree unknown (Mr. H. Lumsden), aged, 13st. 7lb.	Owner 1
GLENGORMLEY, b. g. by Tom Steel—dam by Glen Sterling (Major C. T. Walwyn), aged, 13st. 7lb.	Mr. Brownhill 2
PUMICE STONE II. (Lieut.-Colonel M. R. F. Courage) aged, 13st. 7lb.	Mr. C. Courage 3

Also ran, Mr. W. J. R. Bedford's Pilot Marine, Mr. R. H. Spurrier's Rompus.
(Winner trained by Powell, at Aldbourne.)

Won by ten lengths; a bad third.

THE ROYAL ARTILLERY GOLD CUP.

SPEEDY MINSTREL b. g., by Speed—Minstrel Lady (Mr. H. Lumsden), aged, 12 st. 5lb.....	Owner 1
RED EMPRESS, ch. m., by Cellini—Killinchy (Mr. W. A. Shiel), aged, 12st. 10lb.....	Mr. Brownhill 2
RED ZONE, ch. g. by Arizona, dam by Red Prince II. (Major G. E. W. Franklyn), aged, 12st.	Owner 3

Also ran, Mr. J. N. Purdon's Heartful.

(Winner trained by Powell, at Aldbourne.)

Won by a distance. Red Zone finished the course, after falling twice, and was placed third.

THE ROYAL ARTILLERY LIGHT-WEIGHT HUNTERS' STEEPLECHASE AS YOU LIKE IT, b. m., by Fugleman—Sweet Rosalind (Mr. G. W. Holt), aged, 11st. 12lb.....	Mr. Todd 1
ULSTER VALE (Mr. P. Cockburn) 6 yrs, 11st. 12lb.....	Owner 2
GLENORMLEY, b. g. by Tom Steel—dam by Glen Sterling (Major C. T. Walwyn), aged, 11st. 12lb.....	Captain Dennis 3

Also ran, Mr. C. N. Brownhill's Salop, Major G. E. W. Franklyn's Hortense II. Major C. E. Walker's More Hardship.

(Winner trained privately.)

Won by ten lengths; a bad third.

THE ROYAL ARTILLERY UBIQUE PLATE.

BACHELOR'S CALL, b. h. by Bachelor's Double—Coora (Mr. P. Cockburn), aged, 12st.	Owner 1
LADOMINE, b. g. by Forfarshire—Claire de Beaupré (Mr. J. H. K. Rayson), aged, 12st. 10lb.....	Owner 2

Also ran, Mr. F. E. S. Groves' Dark Dragon, Mr. C. F. Bull's Winkfield Wizard, Captain J. O. Sherrard's Sir Archibald.

(Winner trained by Woodland, at Grately.)

Won by a distance. Only two finished.

ROYAL ARTILLERY POINT-TO-POINT

The Royal Artillery (Aldershot) annual point-to-point meeting was held at Ashbridge Farm, at Wokingham, on May 7.

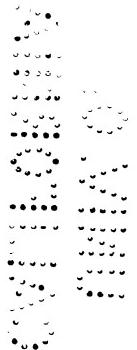
The results were :—

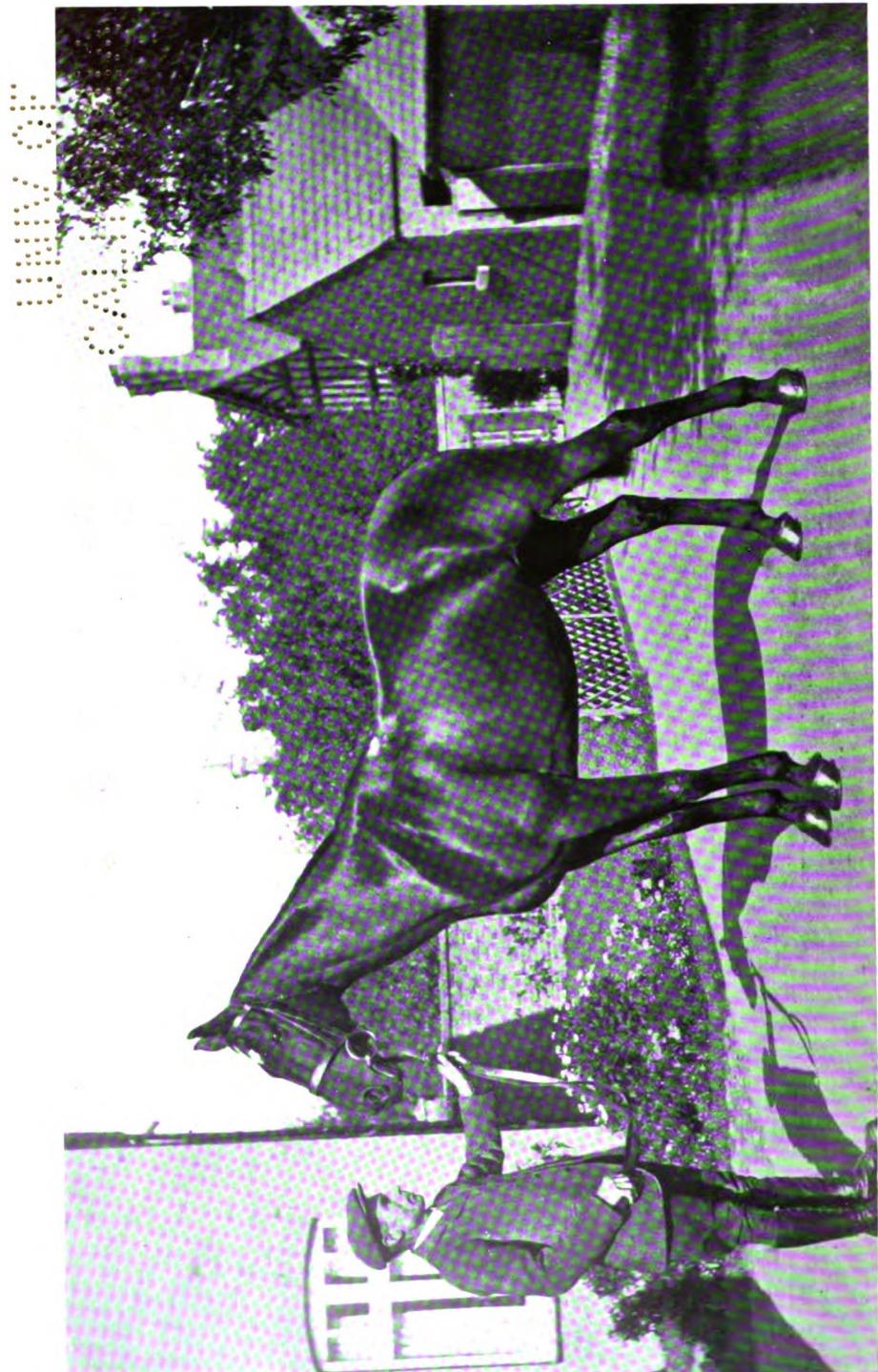
THE ROYAL ARTILLERY (ALDERSHOT) WELTERWEIGHT RACE.
14st.

BUBBLY (Lieut.-Colonel C. E. Vickery) (East Essex), 14st. 7lb.....	Owner 1
PLAIN JOHN (Mr. J. D. Guille) (Dartmoor)	Owner 2
NIGGER VI. (Major T. H. Sebag Montefiore) (Whaddon Chase), 14st. 7lb.....	Captain Tidmarsh 3

THE NOMINATION RACE. 13st.

LOPPY (Mr. P. L. Wilson) (Garth), 12st. 7lb.	Owner 1
VISIBLE (Mr. H. Pitchell) (Garth).....	Mr. C. F. Grenville Grey 2
OLIVE BLOOM (Captain J. Rollo (H.H.)), 12st. 7lb.	Owner 3





MAJOR-GENERAL JOHN VAUGHAN'S "MERRIE ENGLAND."

THE ROYAL ARTILLERY (ALDERSHOT) LIGHTWEIGHT RACE.
12st. 7lb.

HORTENSE II. (Major G. E. W. Franklyn) (Staff College Drag)	Owner	1
LUNATIC (Captain C. F. Forestier-Walker) (Garth), 13st.	Owner	2
BOBBY (Lieut.-Colonel H. W. Wynter) (Aldershot Drag), 13st....	Mr. R. Byrch	3

THE ROYAL ARTILLERY (ALDERSHOT) CHARGERS' RACE. 13st.

FURY (Mr. N. E. Tyndale Briscoe) (Garth)	Owner	1
HEREFORD (Captain C. F. Forestier-Walker) (South Berks).....	Owner	2
JANE (Captain W. S. Wingate Grey) (Aldershot Drag), 12st. 7lb.		
	Mr. M. Nicholson	3

We are publishing, in this issue, a photograph of a really high class Point-to-point horse: Major-General John Vaughan's Merrie England. He is a brown gelding standing 16.1½, by Merry Saint out of Lady Marmiton, and was bred by Major A. B. Pollok (late 7th Hussars) at Lismany, Ballinasloe, Co. Galway.

He was bought by his present owner as a 5-yr.-old.

During the last three seasons he has won seven point-to-point races without once being beaten, his victories including three successive wins in Lord Cavan's Cup at the Army Meeting.

He is a very handsome horse of great substance, and can both gallop and stay.

HORSE SHOWS

The Hunters show was held at the Agricultural Hall during the first week in March.

There was a slight increase in entries (167, against 154 last year), and the exhibits showed that the improvement in the breeding of young hunters has been well maintained.

The level character of the competitors in the younger classes was a leading feature in the show, and proved that the defects which had been noticeable in previous years are being gradually eliminated.

It is a pity that the jumping cannot be dispensed with. The majority of the competitors, at any rate on the second day, would have been sadly out of place in any hunting field, and one was sorry to see them in a show the object of which is the improvement of hunters. Their inclusion can only be justified on the ground that the competitions attract a certain amount of gate money.

The chief results in the hunter classes were as under :—

Yearlings. Colts or geldings.—Mr. A. Bowlby's Wembley.

Yearling fillies.—Mr. E. D. Newnan's Mazora.

Two-year-old colts or geldings.—Major W. H. Rawnsley's Tarpaulin.

Two-year-old fillies.—Mrs. M. Channer's Ginger Jane.

Three-year-old colts or geldings.—Messrs. McMorran's Royal Sovereign.

Three-year-old fillies.—Mr. D. Llewellyn Jones' Glittering Gold.

Four-year-old mares or geldings.—Mrs. Kirkpatrick's Fair Hilda II.

Prince of Wales's Champion Challenge Cup.—Major Rawnsley's Tarpaulin by Top Covert.

Mares or geldings, 4 years.—Mr. A. D. Hall Watts' Scarlet Fever.

Heavy-weights.—Mr. Oliver Dixon's Red Fox.

Champion Gold Medal.—Mr. Oliver Dixon's Red Fox.

RUGBY FOOTBALL

The second match of the Services Triangular Tournament was played at Twickenham on March 7, when the Army defeated the Navy by 11 points to 8. The conditions were difficult, as the turf was slippery, and a gusty wind prevented accurate kicking. The Navy had their old pair, Davies and Kershaw, at half back, but early in the game Kershaw injured his shoulder and this possibly affected the result of the game, as the old lightning passes were missing. The scores were equal until almost on the stroke of time, and it was only at the last moment that the winning try was gained.

The final between the Army and the R.A.F. on March 14 was the scene of an even more strenuous struggle. The result was a tie, each side scoring two tries (6 points). The R.A.F. scored both their tries in the first half, and the position was a critical one for the Army, but pulling themselves together Bryan broke away and passed to Powell, who went over. Then, almost at the call of "No side," Bryan scored again. Powell just failed to convert. C. N. Lowe scored both tries for the R.A.F.

EGYPT

POLO

The Open Cup.—Seven teams entered for the Tournament.

In the first round the 16th/5th Lancers beat the Vagrants 11—0, the Horse Hairs beat the 3rd Hussars 4—2, and the 15th/19th Hussars beat the R.H.A. 7—4, the 9th Lancers drawing a bye.

In the semi-final the 15th/19th Hussars beat the 16/5th Lancers 6—4, and the Horse Hairs beat the 9th Lancers 7—4.

In the final the 15th/19th Hussars were always too strong for the Horse Hairs, and had little difficulty in winning by 9 goals to 3.

The teams in the final were:—

<i>15th/19th Hussars.</i>			<i>Horse Hairs.</i>		
Captain N. W. Leaf	...	...	1	Captain C. R. M. Hutchison	...
Mr. J. G. Leaf	...	...	2	Wing-Commander W.	L.
Lieut.-Colonel Hon. W. Bingham	...	3		Baldwin	...
Major J. Godman	...	...	BACK	Lieut.-Colonel G. F. H. Brooke	3
				Mr. G. W. R. Tomkin	...
					BACK

In the King's Cup the 15th/19th Hussars again proved themselves the best team in Egypt by beating the Ghezireh Sporting Club (Captain A. W. Pilkington, Captain L. Harris, Captain W. Bailey and Major W. Reynolds) by 7 goals to 2.

The Subalterns' Cup was won by the R.H.A., represented by Messrs. B. W. Fowler, L. G. Holmes, H. G. Morrison and S. C. Kirkman. They are a level, well drilled team, and in the final had little difficulty in defeating the 16th/5th Lancers by 8 goals to 3.

INDIA

POLO

Ezra Tournament

The Ezra Tournament commenced in Calcutta on December 23, 1924. The following matches being played :—

Cavalry School—Lieutenant D. S. L. Gregson, Lieut.-Colonel M. D. Vigors, Malik-Gulsher Khan, Lieutenant H. P. Guinness (back) *versus* *Alipore*—Alam Dar, Captain R. T. Lawrence, Kushen Jung, Captain T. M. Lunham (back).

This was a poor game, the Cavalry School completely outmatching their opponents and winning by 8 goals to nil.

Viceroy's Staff—Captain J. C. Combe, Captain R. Lawrence, Major E. G. Atkinson and Captain D. B. Daly (back) *versus* *Bhopal*—Captain Mumtaz Ali, Major H. de M. Lucas, Major Shah Meerza Beg and Mohamed Ishak (back).

The Viceroy's Staff won by 2 goals to 1. The features of the game being brilliant play by Majors Atkinson and Shah Meerza Beg.

Remnants—S. Meerza, Major Baddeley, F. Lyall and T. S. Smith (back) *versus Queen's Bays*—Mr. J. W. Draffen, Mr. A. H. Barclay and Captain E. W. Fanshaw (back).

This was another poor game the Bays winning by 10 goals to nil.

On the 24th. H.E. the *Governor's Staff*—Gulam Khan, Major W. Henry, Ris. Mal Singh and Captain S. Horn were defeated by *Calcutta*—Mr. C. Tegart Captain Stewart Pearson, Messrs. G. D. Forrester and K. Campbell by 3 goals to 2 after extra time.

On the 25th. *Northern Bengal Mounted Rifles*—Messrs. Moss and Irwin, Majors Little and Kenworthy defeated *Bihar Light Horse*—Messrs. E. Danby and Atkins, Lieut.-Colonel Llewellyn and Mr. G. Danby by 4 goals to 2.

On the 27th. Northern Bengal Mounted Rifles beat Calcutta 5 goals to 1.

On December 2. The Queen's Bays beat Northern Bengal Mounted Rifles 5 goals to 3.

On January 2. The Cavalry School beat the Viceroy's Staff by 4 goals to 1.

In the final, the Queen's Bays defeated the Cavalry School by 4 goals to 2. The Cavalry School side did not play up to its previous form but the Bays played a hard and enterprising game and thoroughly deserved their win.

The Championship commenced on December 25.

The *Cavalry School*—Mr. Gregson, Lieut.-Colonel Vigors, Malik Gulsher Khan and Mr. Guinness defeating *Bhopal*—Major H. de M. Lucas, Shah Meerza Beg, Mumtaz Ali and Momamed Ishaq by 7 goals to 5.

On December 27, two matches were played.

The *Viceroy's Staff*—Captain J. C. Combe, Captain R. Lawrence, Major E. G. Atkinson and Captain D. B. Daly, met and were defeated by *Jodhpur*—Thakur Prithi Singh, Captain A. H. Williams, Rao Raja Hanut Singh, Thakur Ram Singh, 6 goals to 3.

The Cavalry School beat the Queen's Bays, 7—3.

The final was played on December 30, between Jodhpur and the Cavalry School, the former winning by 9 goals to 5.

Some very high class play was seen in this game, Ram Singh's play being particularly spectacular. For the losers, Vigors was conspicuous for powerful hitting, and Guinness put in a lot of sound quiet work.

Indian Cavalry Tournament.

The following teams entered for the Native Cavalry Tournament, which commenced on January 30 at Lahore :—

21st Central India Horse (Holders).—Captains Cox, George, Williams and Dalrymple-Hay.

11th P.A.V.O. Cavalry.—Captains Tatham, Carr-White, Denning and Major Gannon.

8th K.G.O. Cavalry.—Captains Reid, Tucker and Powell and Major Addington.

13th D.C.O. Lancers.—Captain Corner, Captain Bucher, Captain Vickers and Colonel Campbell Ross.

4th Hodson's Horse.—Captain Cumming, Captain Lawrence, Major Beresford and Mr. Bean.

1st D.Y.O. Skinner's Horse.—Captain Holder, Captain Fulton, Colonel Muirhead and Captain Broadfoot.

5th Probyn's Horse.—Captain Davidson, Captain Taylor, Major Macdonald and Colonel Anderson.

14th P.W.O. Scinde Horse.—Captain Watkins, Captain Morrison, Major Mulloy and Major Simonds.

6th D.C.O. Lancers.—Captain Weaver, Major Pott, Captain Landale and Major Dick-Lauder.

In the first game the P.A.V.O. Cavalry beat the C.I.H. 5 goals to 4.

On February 2 the P.A.V.O. Cavalry beat the 8th K.G.O. Cavalry 11—4. The 6th D.C.O. Lancers beat Skinners Horse 6—5. Probyn's Horse beat the Scinde Horse.

In the semi-finals the P.A.V.O. Cavalry beat the 13th Lancers 9—3, and Probyn's Horse beat the 13th D.C.O. Lancers 10—3.

The final game was played on February 6.

The game was very exciting and good polo was witnessed throughout. The P.A.V.O. Cavalry were unfortunate in losing the services of Captain Dening, who was laid up with fever, his place being taken by Mr. Hope. Probyn's Horse came out the winner by 5 goals to 4.

Inter-Regimental.

Seven teams entered.

Central India Horse.—Captains Cox, George, Williams and Dalrymple-Hay.

4th Hussars.—Mr. O'Connel, Mr. Knight, Mr. Dollar and Mr. Robinson.

13th Lancers.—Captains Corner, Bucher, Vickers and Colonel Campbell-Ross.

6th Lancers.—Captain Weaver, Major Pott, Captain Landale and Major Dicklauder.

P.A.V.O. Cavalry.—Captains Tatham, Carr-White, Denning and Major Gannon.

11th Hussars.—Captain Combe, Major Humfrey, Mr. Verelst and Mr. Alexander.

Queen's Bays.—Captain E. D. Fanshawe, Mr. G. H. Fanshawe, Mr. Barclay and Mr. Draffen.

The Queen's Bays drew a bye.

In the first round the C.I.H. overwhelmed the 4th Hussars 17—1. The P.A.V.O. defeated the 11th Hussars 7—4. The 13th Lancers beat the 6th Lancers 7—1.

In the second round the C.I.H. beat 13th Lancers 7—5. P.A.V.O. beat Queen's Bays 9—4.

In the Final, the P.A.V.O. beat the C.I.H. by 6 goals to 5. This was a fine galloping game—the winners all played well, Gannon being very safe at back, and Tatham putting in a lot of hard work. The C.I.H. to a man worked hard, but their team work was sometimes at fault.

The Subaltern.

Teams entered were :—

4th Hussars.—Messrs, O'Connel, Knight, Robinson and Dollar.

21st Brigade, R.F.A.—Messrs. Norbury, Eton, P. B. Sanger and J. A. Sanger.

4th/7th Dragoon Guards.—Messrs. Craig, Frink, Sanderson and Boelker.

Royal Scots Greys.—Messrs. Connal, Guinness, McKergow and Arthur.

11th Hussars.—Mr. Finch, Mr. Bingley, Mr. Verelst and Mr. Alexander.

Queen's Bays.—Messrs. Draffen, Barclay, Fanshawe and Howard.

4th Hussars beat 21st Brigade 8—4, and the 4th/7th beat the Greys 6—4.

In the semi-finals 11th Hussars beat 4th/7th 6—4. Queen's Bays beat the 4th Hussars 10—6.

In the final game, between the 11th Hussars and the Bays, the latter were successful, 3—2.

Lahore Christmas Tournament.

The final of the Lahore Christmas Tournament was played at Lahore on December 31, between the P.A.V.O. Cavalry and the Poona Horse, the former team winning 13—6.

Teams were :—

P.A.V.O. Cavalry.—Captains Tatham, Carr-White, Denning and Mr. Hope.

17th Q.V.O. Poona Horse.—Captain Newill, Captain Hatch, Colonel Lucas and Captain MacGregor.

Other teams competing were Hodson's Horse, A and B, The Revellers, 12th Cavalry, 21st Brigade, R.F.A., Skinner's Horse, 19th K.G.O. Lancers, Queen's Bays A & B, Central India Horse, Blue Birds and Mamdot.

RACING

The Civil Service Cup was run at Lucknow on January 22, the following being the result :—

Mr. Galstaun's BIDESIA, 10st. 13lb.	1
H.H. The Maharaja of Mysore's LITTLE SPEC, 8st. 11lb.	2
Mr. Curlendar's THE LITTLE CORPORAL, 8st. 2lb.	3

10 starters, won by $1\frac{1}{2}$ lengths, $1\frac{1}{2}$ lengths.

Punjab Army Cup.—A steeplechase for horses, *bona fide* the property of officers of the services, to be ridden by those qualified to enter. Distance about $2\frac{1}{2}$ miles.

Mr. Graham's PRIM, 12st. 10lb.....	(Mr. Wever) 1
Major Hunt's RAZZLE DAZZLE, 9st. (car. 9st. 5lb.)	(Major Misa) 2
Lieutenant Ajaib Sing's NIGHT CAP, 10st. 6lb.....	(Mr. Paterson) 3

Also Ran.—Mr. Jinks, 12st. 5lb.; Little Rover, 10st. 10 lb. (refused); Lookahead, 10st. 10lb. Won by 3/6 length; one length time 5 min. 28 sec.

INDIAN CAVALRY TENT PEGGING

Lahore, February 3.

The individual competition was won by the 18th Cavalry; Section Tent Pegging was won by the 8th Cavalry; British Officers' Tent Pegging was won by Mr. Tucker of the 8th Cavalry.

THE IMPERIAL DELHI HORSE SHOW

This was held at Delhi on January 16, 17, 19 and 21, 1925. The remarkable progress in the quality of the country breeds was most noticeable. Five were selected to go to England to compete at Olympia. Of these, two were placed 1st—2nd in the class for likely polo ponies, against English and Australians. Another class which attracted much attention was Anglo-Arab breed of Ahmednagar. The number of Brakes that turned out was also remarkable, 20 competing this year as against 8 in 1923.

The following are the names of the winners of the main classes.

Jumping Indian Ranks.—1, 16th Cavalry; 2, 18th Cavalry; 3, 16th Cavalry. The standard was exceptionally good.

British Officers' Chargers.—1, Mr. Jaffray's Billy; 2, Captain Mathews's Charity; 3, General Devereil's Peter.

English and Colonial Horses.—1, Major Digby's Crêpe-de-Chine; 2, Major-General Wardrop's Warrior; 3, Captain Mostyn-Owen's Golden Dawn.

Four-in-Hand Country Bred.—1, 18th K.E.O. Cavalry; 2, Mona Remount Bay team; 3, 13th Lancers.

Section Jumping Indian Ranks.—1, 16th Cavalry; 2, 18th Cavalry; 3, 13th Lancers. The display was of a high order.

C.B. Polo Ponies.—Captain Dalrymple-Hay's Duke; 2, Captain Combe's Renown; 3, Major-General Cory's Robert.

British Officers' Chargers.—1, Mr. Jaffray's Cœur de Lion; 2, Major-General Wardrop's Warrior; 3, Major-General Wardrop's Crusader.

English and Colonial Polo Ponies, Light Weight.—1, Maharaja of Jodhpur's Fairy Queen; 2, Maharaja of Jodhpur's Mimar Girl; 3, Maharaja of Jodhpur's Frolic. A very good class.

English and Colonial Polo Ponies, Heavy Weight.—1, Major Hutchinson; 2, Maharaja of Jodhpur's Silvies; 3, Maharaja of Jodhpur.

Jumping, open to all Ponies.—1, 18th Cavalry; 2, 4th Hussars' Golden Boy; 3, 16th Cavalry.

Section Jumping, British Ranks.—1, 4th Hussars; 2, 4th Hussars; 3, 11th Hussars.

Pig Stickers over 14st. 3lb.—1, Colonel Pagnell's Rushlight; 2, Major-General Wardrop's Crusader; 3, Major Yorke's Hopeful.

Hunters, all Horses.—1, Major-General Wardrop's Warrior; 2, Major-General Wardrop's Crusader; 3, Major Cherry's Seagull. A very good class.

Jumping, Open, all Horses.—1, Equitation School's Saugor; 2, Major Gibbs' John; 3, 4th Hussars' Starlight.

Tent Pegging, Individual.—1 and 2, 13th Lancers; 3, Indian Police.

Champion Polo Pony.—1, Maharaja of Jodhpur's Fairy Queen; 2, Major Hutchinson's Blondell.

Champion Horses, shown in Hand.—1, Major Digby's Crêpe-de-Chine; 2, Mahhmed Hayat.

Coaching Marathon.—1, Saharanpur Remount Depôt's Chestnut Team; 2, K. Battery R.H.A. Brake Team; 3, Hapur Remount Depôt.

Jumping, British Ranks.—1, 4th Hussars' Bishop; 2, 4th Hussars' Firefly; 3, Royal Scots Greys.

THE KADIR CUP

The fifty-fourth Kadir Cup was run off at Sherpur Sujmana on April 1-3. The original date was Monday, March 30, but in order to enable the competitors and spectators to be present at the memorial service to the late Commander-in-Chief it was found necessary to alter the dates.

This year is the first year since the War in which the organisation of the meeting was not in the hands of Captain Colin West. Captain Kemp, R.H.A., the new honorary secretary, proved a worthy successor, and was indefatigable in loooking after the competitors and spectators. He had to face many anxieties and difficulties which had not arisen in the previous years. The great floods in September last had altered a great deal of the country. Many of the pig had been drowned or had disappeared, and though the going was excellent the jungle had spread so much that, pig being scarce, it was very difficult to locate them. Those who had been out for the preliminary week reported a large number of pig in the outlying jhils, where there was much more water than usual, and it had been found impossible to drive them out towards the Kadir. Thanks to the kind assistance given by Mr. Oakden, Commissioner of Meerut, Mr. McNair, Commissioner of Rohilkhand, and the Collectors of Muzaffarnagar, Bijnore, Moradabad, Badaun and Aligarh, there was no shortage of elephants. Competitors and spectators alike are grateful to His Highness the Nawab of Rampur and the raises who had lent their elephants for the occasion.

On arrival in camp it was found that in spite of many inevitable withdrawals the horses which were actually to run numbered 56, and there would be 18 heats, corresponding exactly with the number of 1924.

Competitors had come from Saugor, Delhi, Risalpur, Sialkot and Lucknow, and spectators from as far off as Baroda and Manzai.

The Committee.

The following committee was elected :—President—Major-General Wardrop; Members—Mr. Marsh, I.C.S., Captain Colin West, Captain Scott-Cockburn, 4th Hussars, Captain Kemp, honorary secretary; Field Master—Lieut.-Colonel J. H. Gibbon, R.A.

Mr. Phipps, R.H.A., was again in charge of the elephants, and even the most unruly elephants of last year appeared this year to have learnt their drill. Mr. Freer and Mr. Rundle were A.D.C.s and were most successful in putting heats quickly on the line and losing no time.

The meeting was remarkably free from accidents and no competitor was injured, Major Priest, R.A.M.C., who had kindly come out for the meeting from Meerut, was only called on for advice. One horse was badly speared and it was fortunate that Major Nicholas, R.A.V.C., was at the meeting and was able to give at once the best possible treatment. Many other competitors were also grateful to him for his advice.

Captain Scott-Cockburn not merely repeated his victory of 1924 on the same horse, Carclew, but also got his second horse, Sunny Jim, into the final. No man in the history of the competition had ever won twice before. Carclew was at his very best during the meeting and throughout showed remarkable speed in getting on terms with his pig and his master's quickness in spearing, is no less exceptional.

In the evening, after the final, a very pleasant surprise was sprung on the winner by the hon. secretary, who had been commissioned by Major-General H. B. Jeffreys, R.A., who had himself as a subaltern won the Kadir Cup of 1875, to present to the winner of 1925 a very handsome silver boar as a memento. This is an exact replica of that on the lid of the first Kadir Cup presented by Mr. William Ashburner Forbes, I.C.S., Collector of Meerut in 1870. We have no doubt that if Captain Scott-Cockburn does not himself win the Kadir of 1925 he will follow this happy idea of keeping alive by a symbol the tradition of the meeting.

First Day, April 1.

The line was at Sherpur Ghat at 8.30. The beat was towards the Ganges in good country, but pig were noticeably scarcer than last year. Only nine heats were run off before tiffin, which was, as in previous years, at the Faqir's hut. In the afternoon there were more pig about, but the country was more difficult and several were lost. By the evening 16 heats had been completed, leaving two for the following day. The best boar killed weighed over 190 lbs.

Second Day, April 2.

The line was again at Sherpur Ghat at 8.30. The country north along the big nala was beaten and contained splendid cover, but only five heats could be completed before lunch, which was, as usual, at Mukarrampur. After lunch the three remaining heats were run off on the Mukarrampur Maidan.

Third Day, April 3.

The line began at the south Ghat close to camp. A lady on an elephant said they were very dull semi-finals, as, of the five riders left in, three had won the Kadir and two had been in the final, and there was no dark horse. Line went north towards Sherpur Bagh and almost at once two good boar were

put up on the right of the line and the first semi-final was over by 9 o'clock. By 9.30 the second semi-final had been run off and Captain Scott-Cockburn had won both. For the final Captain Scott-Cockburn elected to ride Carclew and put Mr. Head up on Sunny Jim. The heat had not been long on the line when Colonel Sutton, who was doing flagman on the left, put up a boar which took an easy line, and Captain Scott-Cockburn had no difficulty in despatching him.

FIRST ROUND.

First Nominations.

Heat 1.—Mr. S. Attenborough, R.A., The Pink'Un (spear); Major C. C. G. Grey, Skinner's Horse, Rajput; Mr. A. G. Rundle, R.H.A., Beltane. Umpire: Major Paynter, R.A.

Rundle and Attenborough first on. When latter came off in thick cover, Rundle went on and turned boar back to Grey. Attenborough, remounting, came up and, getting in on next jink, got the spear a good boar.

Heat 2.—Mr. C. F. Price, R.A., Yellow Peril; Mr. G. F. Gee, R.A., Jack, Spraggan; Mr. H. C. Phipps, R.H.A., Mah Jong (spear). Umpire: Captain Scott-Cockburn.

Heat slipped on a moderate pig. Phipps cut out most of the work and speared after a jinking run.

Heat 3.—Mr. J. A. Sanger, R.A., Tishy (spear); Mr. G. Hirst, R.A., Hopeful; Mr. J. A. A. Hunt, R.A., Baccarat. Umpire: Mr. Bates.

This heat had several chances in thick cover. Hirst was unlucky enough to drop his spear, and cut his horse. Fortune favoured Sanger and he survived a war of attrition.

Heat 4.—Major R. G. Cherry, R.A., Seagull; Captain G. B. Vaughan Hughes, R.A., Black Diamond; Lieutenant-Colonel F. H. Sutton, 11th Hussars, Dunboyne (spear). Umpire: Lieutenant-Colonel Brooke.

Heat slipped level but boar going left handed let Sutton in at once and he never left him, getting his spear in 400 yards.

Heat 5.—Mr. R. B. Freer, Mr. A.; Major W. A. J. Simpson, R.A., Trotsky; Captain G. C. Kemp, R.H.A., Tidapa (spear). Umpire: Mr. Head.

On line half hour. Slipped on sow. Kemp first on and stayed there most of the time. Jinking run. Freer speared just after Kemp.

Heat 6.—Major-General A. E. Wardrop, Crusader; Captain J. Scott-Cockburn, 4th Hussars, Carclew (spear); Captain K. J. Catto, 4th Hussars, Jack. Umpire: Mr. Marsh.

On line nearly two hours. Good pig put up by elephante. Scott-Cockburn on at once and never gave the others a chance, though any mistake would have let in the General or Catto.

Heat 7.—Major A. K. Digby, R.A., Special Favour; Major W. P. Paynter, R.A., Kismet; Mr. M. H. Bates, R.A., Lovelace (spear). Umpire: Mr. Phipps, R.H.A.

Heat slipped on to a sow which broke behind the line. A very jinky affair Paynter had a toss but caught up again. Everyone a chance and spear to Bates.

Heat 8.—Mr. B. C. H. Kimmins, R.H.A., Advertisement; Mr. J. M. Hugo, R.H.A., Jazz (spear); Mr. W. R. Goodman, R.A., The Tat. Umpire: Mr. Phipps, R.H.A.

Goodman did not start. A large sow broke over light grass. Kimmins was on the handier horse but failed to draw blood; Hugo got the verdict.

Heat 9.—Mr. H. G. Lambert, R.H.A., No. 1; Lieutenant-Colonel A. C. Brooke, R.A., Birthday; Mr. H. N. Head, 4th Hussars, Placid Joe (spear). Umpire: Bates.

Brooke made all the running. Head challenged twice towards the end and the third time got in and speared

Heat 10.—Mr. W. B. Wright, R.A., Yette; Mr. P. W. Marsh, I.C.S., Admiral Black (spear); Mr. R. B. Rice, R.A., Craig An Eran. Umpire: Major-General Wardrop.

Off in heat of sun. Long fast jinking run, all up. Spear to Marsh.

Heat 11.—Captain C. West, King Cole (spear); Captain W. T. H. Peppe, R.H.A., The Line; Lieutenant-Colonel R. H. Gibbon, R.A., Black Jester. Umpire: Mr. Bates.

Peppe got on first and stayed there for some time. West close behind. The latter came in on jink and speared.

Second Nomination.

Heat 12.—Captain G. B. Vaughan Hughes, R.A., Son-of-a-Gun; Major W. P. Paynter, R.A., Sandown; Mr. J. M. Hugo, R.H.A., Solomon (spear). Umpire: Mr. Phipps, R.H.A.

A fair boar took a lot of moving but then went along very fast with Sandown doing the work. Pig jinked straight back and met Hugo, who speared.

Heat 14.—Captain K. J. Catto, 4th Hussars, Gay Boy (spear); Major R. G. Cherry, R.A., Sandgrouse; Mr. G. F. Gee, R.A., White Label. Umpire: Mr. Marsh, I.C.S.

Good boar broke back and Catto hunted him well along a nullah and speared. The rest of the heat came up to encounter a very angry pig.

Heat 15.—Mr. G. Hirst, R.A., Black Satin; Mr. A. G. Rundle, R.H.A., Oh Henry; Lieutenant-Colonel F. H. Sutton, 11th Hussars, Flipperty (spear); Mr. R. B. Rice, R.A., Christmas. Umpire: Mr. Phipps.

Hirst did not start as he was looking after his speared horse. A good boar broke back with Rundle and then Sutton on his tail. Sutton speared. Boar lost, but why? Oh Henry!

Heat 16.—Mr. M. H. Bates, R.A., Brigadier; Captain W. T. H. Peppe, R.H.A., Generous (spear); Captain G. C. Kemp, R.H.A., Double X. Umpire: Major Grey.

Heat slipped on a good boar. Bates did all the hunting in a long run and took the first jink well but on the second jink Peppe blew in and speared.

Heat 17.—Lieutenant-Colonel A. C. Brooke, R.A., Bull's Eye; Mr. P. W. Marsh, I.C.S., Peacock (spear); Mr. H. G. Lambert, R.H.A., Lucas. Umpire: Captain G. B. Vaughan Hughes.

On line one and a half hours. Slipped on a small sow. Marsh first on and cut out most of the work. Pig ran in small circles, Marsh spearing after all had had a chance.

Second Day. April 2.

Heat 13.—Mr. H. N. Head, 4th Hussars, Mr. Prettyfat (spear); Mr. R. B. Freer, Mrs. B.; Major C. C. G. Gray, Skinner's Horse, Beziique. Umpire: Major Paynter, R.A.

A standing start. All on together, with Head on the pig. A fast heat on a big sow. All had a turn when it came to jinking in bushy jhow. Head, always in the picture, got a well deserved spear.

Heat 18.—Mr. B. C. H. Kimmins, R.H.A., Rasputin; Major-General A. E. Wardrop, Bendemeer; Captain J. Scott-Cockburn, 4th Hussars, Sunny Jim (spear); Captain C. West, Mustapha. Umpire: Lieutenant-Colonel Brooke.

On line for two hours on first day, but no pig seen. A good pig was lost after two and a half hours on the line. Soon after another broke back, was picked up, and heat slipped. Kimmins had the legs of the rest, but Scott-Cockburn got in after a sharp jink and speared.

SECOND ROUND.

Heat 1.—Mr. H. N. Head, 4th Hussars, Placid Joe; Mr. P. W. Marsh, I.C.S., Admiral Blake (spear); Captain W. T. H. Peppe, R.H.A., Generous. Umpire: Major Paynter.

Umpire put good boar out of nest. Peppe first on and missed on jink. Pig ran along a very awkward nullah and bank. Head failed, and Marsh speared.

Heat 2.—Captain G. C. Kemp, R.H.A., Tid'Apa; Mr. J. A. Sanger, R.A., Tishy; Mr. J. M. Hugo, R.H.A., Jazz (spear). Umpire: Major Gray.

Kemp and Hugo were first on to a good boar who eventually jinked, followed by Hugo alone, who speared before Kemp could get back.

Heat 3.—Mr. H. C. Phipps, R.H.A., Mah Jong; Captain C. West, King Cole (spear); Lieutenant-Colonel F. H. Sutton, 11th Hussars, Dunboyne. Umpire: Captain Vaughan-Hughes.

Heat put on to a small pig which went back. West on first with Sutton and Phipps lying close up, anticipating, at least one if not several jinks. Pig, to their mortification, kept straight and West speared undisturbed in 200 yards.

Heat 4.—Mr. M. H. Bates, R.A., Lovelace; Captain J. Scott-Cockburn, 4th Hussars, Carclew (spear); Mr. S. Attenborough, R.A., The Pink 'Un. Umpire: Major Paynter, R.A.

A flying start on a fair boar through elephants. Lovelace first on and took two jinks before Carclew got in and speared at once, cleverly.

Heat 5.—Mr. P. W. Marsh, I.C.S., Peacock; Lieutenant-Colonel F. H. Sutton, 11th Hussars, Flipperty; Mr. H. N. Head, 4th Hussars, Mr. Prettyfat (spear). Umpire: Lieutenant-Colonel Brooke.

Heat let go on a fast sow. Going back, Head got on quickly with Sutton close up. A few jinks in toothbrush grass before Head took a quick spear as she turned under his horse.

Heat 6.—Mr. J. M. Hugo, R.H.A., Solomon; Captain K. J. Catto, 4th Hussars, Gay Boy; Captain J. Scott-Cockburn, 4th Hussars, Carclew (spear). Umpire: Major-General Wardrop.

After a good start Scott-Cockburn was first on to small but straight-running pig. Catto was well up but did not get a chance before Scott-Cockburn speared.

SEMI-FINALS.

Heat 1.—Captain J. Scott-Cockburn, 4th Hussars, Carclew (spear); Mr. P. W. Marsh, I.S.C., Admiral Blake; Mr. J. M. Hugo, R.H.A., Jazz. Umpire: Major Paynter.

Heat let go on the bigger of 2 boar 200 yards away. Scott-Cockburn first on in toothbrush grass. Marsh got in twice and looked like spearing, but Carclew fought it out gamely and Scott-Cockburn speared cleverly.

Heat 2.—Captain J. Scott-Cockburn, 4th Hussar, Sunny Jim (spear); Mr. H. N. Head, 4th Hussars, Mr. Prettyfat; Captain C. West, King Cole. Umpire: Mr. Phipps.

Pig got up right on the right of the line. A long gallop forward and heat slipped. Head and West made the running, but after a couple of jinks Scott-Cockburn got in and making no mistake took the spear.

FINALS.

Captain J. Scott-Cockburn, 4th Hussars, Carclew (spear); Captain J. Scott-Cockburn, 4th Hussars, Sunny Jim (Mr. H. N. Head, 4th Hussars, rider). Umpire: Major Paynter.

A small boar viewed going left and heat slipped when 500 yards away. The two country breeds raced up to him abreast. Scott-Cockburn first in and taking every jink speared at second attempt when Head at once killed him.

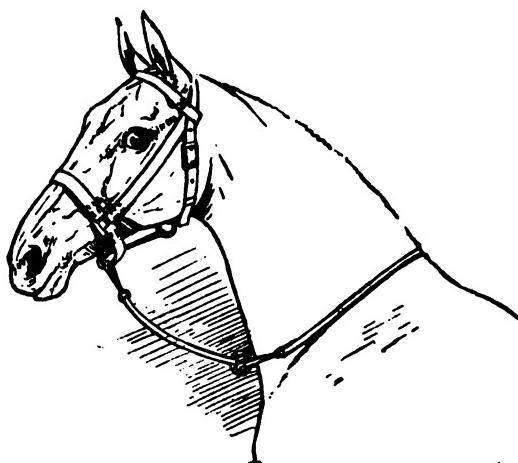
HOG HUNTERS' CUP

Heavy Weight.—After lunch was run the Hog Hunters' Cup. Both the weights had filled this year. The heavy weight was run first. Brigadier won easily as Kismet's owner mistook the landmarks and took a nullah at its deepest part, instead of crossing where it was dry, an error due either to inexperience or to the sandstorm.

Mr. M. H. Bate's BRIGADIER, 12st.....	(Owner) 1
Mr. A. G. Rundle's BELTANE, 12st	(Owner) 2
Major W. P. Paynter's KISMET, 12st	(Owner) 3
Mr. B. C. H. Kimmin's RASPUTIN, 12st	(Owner) 4

Light Weights.—Six started out of the seven entries. The winner was Sandown, well ridden by Mr. Wright, followed home by Captain Catto on Gayboy, and Mr. Goodman on Seagull. All the others close up.

Major W. P. Paynter's SANDDOWN, 12st	(Mr. Wright) 1
Captain K. J. Catto's GAYBOY, 10st.	(Owner) 2
Major R. G. Cherry's SEAGULL, 12st	(Mr. Goodman) 3
Major R. G. Cherry's SANDGROUSE, 11st.	(Owner) 0
Major G. C. S. Gray's RAJPUT, 11st.	(Owner) 0
Mr. H. G. Lambert's UPAT, 11st.	(Owner) 0



33
33
33
53
53



5th (PRINCESS CHARLOTTE OF WALES'S) DRAGOON GUARDS, 1835.

Digitized by Google

THE
CAVALRY JOURNAL

OCTOBER 1925

*THE DECISIVE BATTLES OF ALEXANDER
THE GREAT—concluded.*

By COLONEL J. F. C. FULLER, D.S.O.

IV. THE BATTLE OF THE HYDASPES.

20. *Alexander's Attack on the Mind of Porus.*

HAVING conquered Persia, Alexander marched down the Kyber to India and crossed the Indus by a bridge of boats. Now the Hydaspes (Jhelum) barred his way, so he sent Coenus back to Attock ‘with instructions to cut in pieces all the vessels which he had prepared for the passage of that river and to bring them to the river Hydaspes.’* This was done, the sections being conveyed across country on wagons.

On the Hydaspes, Alexander was confronted by Porus, whose kingdom stretched over the district now called Bari-doab, with modern Lahore as its capital. Porus held the left bank; he was a man of courage and sense, and the most efficient general Alexander ever met. According to Diodorus, his army consisted of 50,000 infantry, 3,000 cavalry, more than 1,000 chariots and 130 elephants.† His men were well trained, brave and efficiently equipped.

Alexander encamped on the right bank near modern Jalapur, and Porus, to frustrate his crossing, not only con-

* ‘The Anabasis of Alexander,’ Arrian, V., viii.

† Diodorus, XVII., 87.

fronted him on the opposite bank, but ‘sent guards to all other parts of the river which were more easily fordable, placing officers over each detachment.’ This was sound generalship; but it in no way disconcerted Alexander, who divided his army into many parts, not only to reconnoitre the river, but to bewilder Porus. Further, he laid in great stores of corn in order to make Porus believe that he did not intend to cross the river until the winter had set in. It was now summer, and the incessant rain had rendered the main fords impassable.

‘Alexander therefore spread a report that he would wait for that season of the year (*i.e.*, winter time) if his passage was obstructed at the present time; yet all the time he was waiting in ambush to see whether by rapidity of movement he could steal a passage anywhere without being observed.* In fact, he welcomed the difficulty which confronted him, and intended to turn it to his advantage. He could not cross where Porus was. First, the ford was very deep; and, secondly, the multitude of elephants drawn up on the far bank would, ‘by their aspect and trumpeting,’ cause his horses to take panic. He resolved, therefore, to steal a crossing under cover of the following stratagem:—

‘In the night he led most of his cavalry along the bank in various directions, making a clamour and raising the battle-cry in honour of Enyalius.† Every kind of noise was raised, as if they were making all the preparations necessary for crossing the river. Porus also marched along the river at the head of his elephants opposite the places where the clamour was heard, and Alexander thus gradually got him into the habit of leading his men along opposite the noise. But when this occurred frequently, and there was merely a clamour and a raising of the battle-cry, Porus no longer continued to move about to meet the expected advance of the cavalry;

* ‘The Anabasis of Alexander,’ Arrian, V., x.

† The Homeric name of Mars.

but, perceiving that his fear had been groundless, he kept his position in the camp. . . .*

Having confused Porus by his incessant raiding he, by this stratagem, lulled to sleep his mind, and then, when Porus had grown careless, he devised an operation which would fit the mental conditions he had created.

21. The Crossing of the Hydaspes.

Whilst reconnoitring the right bank of the Hydaspes, Alexander discovered a projecting point 'where the river makes a remarkable bend.' This tongue of land was densely covered with trees, and in the stream opposite it was a wooded island. This position was well suited to conceal troops, and it was but 18 miles from his camp (*see diagram 10*).

He decided to cross at this point, under what to-day we should call a 'noise-barrage.' He posted sentries up the river within hearing and seeing distance of each other, and 'from all sides also during many nights clamours were raised and fires were burnt.' Then, when he had decided on the night of his crossing, he openly took measures to cross opposite his camp. Here he left Craterus with the greater part of his army and 5,000 friendly Indians. He ordered this general not to cross the river before Porus moved his force up-stream to meet Alexander, or, if he remained where he was, not before Alexander had engaged him. "If, however," said he, "Porus should take only a part of his army and march against me, and leave the other part with the elephants in his camp, in that case do thou also remain in thy present position. But if he leads all his elephants with him against me, and a part of the rest of his army is left behind in the camp, then do thou cross the river with all speed. For it is the elephants alone," said he, "which render

* 'The Anabasis of Alexander,' Arrian, V., x.

it impossible for the horses to land on the other bank. The rest of the army can easily cross." *

Having told Craterus what to do, he posted another force under Meleager, Attalus and Gorgias with a force of Grecian mercenaries, both cavalry and infantry, closer to the river, and instructed them to force a crossing immediately Porus was involved in battle. This done, Alexander took the Companion Cavalry, the regiments of Hephæstion, Perdiccas and Demetrius, the cavalry from Bactria, Sogdiana, Scythia and the Daan horse-archers, the hypaspists, the brigades of Clitus and Cœnus and the archers and Agrianians, and made a secret march towards the island at which he intended to cross the Hydaspes. 'There the skins were filled in the night with the hay which had been procured long before, and they were tightly stitched up.' The thirty-oared galleys, which had been cut into sections and hidden in the woods, were rapidly set together.

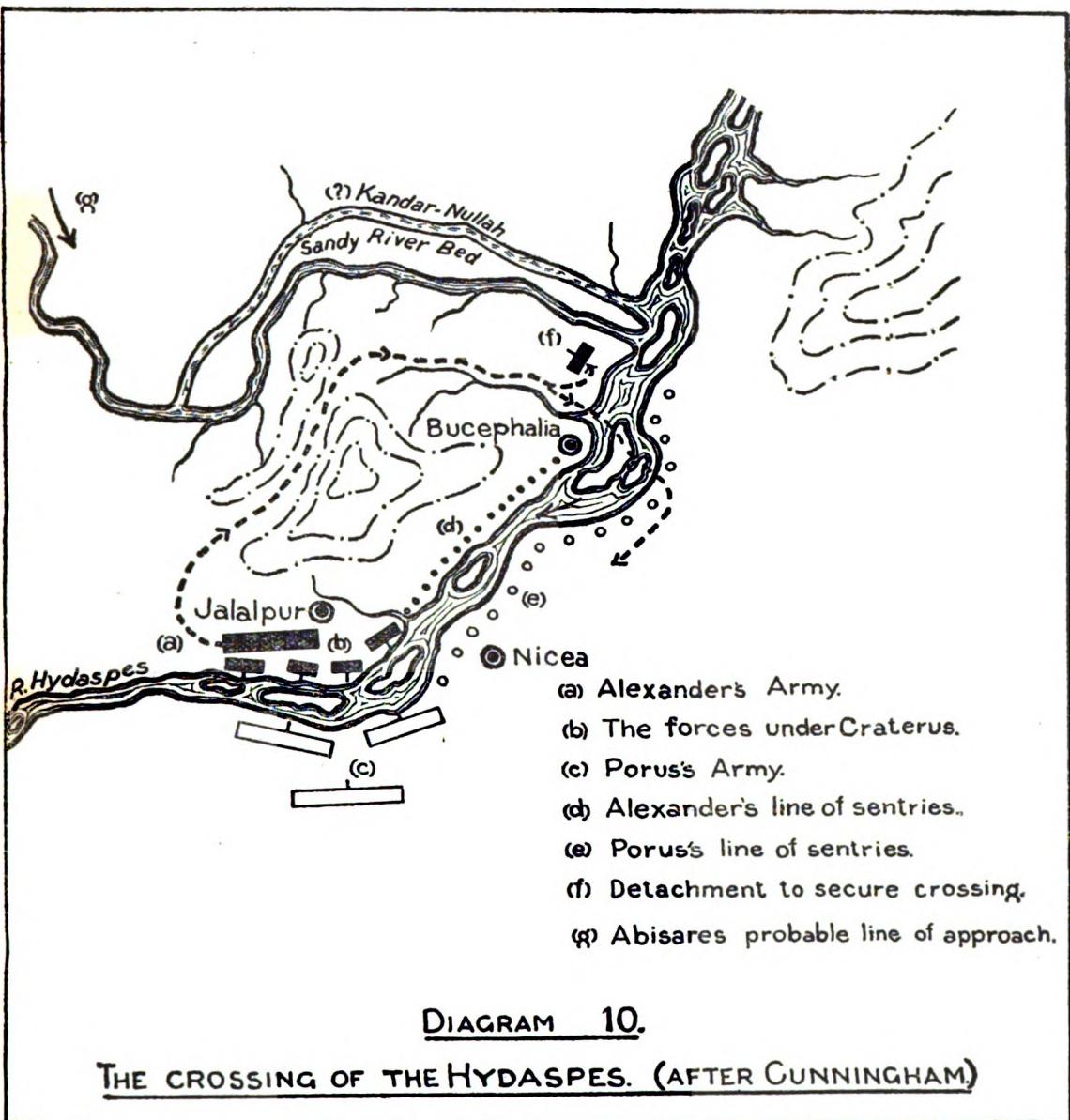
During the night a great thunderstorm raged, which helped to drown the noise of these preparations. At the approach of day it abated, and the crossing was begun. It was carried out so secretly that it was some time before the Indian sentries on the far bank realised what was happening.†

The crossing was successfully accomplished when it was discovered that, in place of reaching the left bank of the river, the troops had landed on an island cut off from the mainland by a deep channel. Fortunately, a ford was discovered, and the crossing made good.

Alexander now marshalled his army. On the right he drew up the Companion Cavalry and the most efficient squadrons of the other cavalry regiments. In front of his cavalry he placed the horse-archers, and in front of the other infantry the royal shield-bearing guards under the command of Seleucus. 'Near these he placed the royal foot-guard, and next to these the other shield-bearing guard. . . .

* *Ibid.*, V., xi.

† *Ibid.*, V., xiii.



On each side, at the extremities of the phalanx, his archers, Agrianians and javelin-throwers were posted.*

Alexander now decided on an immediate advance, so that he might engage Porus before he could array his forces. He ordered his infantry to follow at a slow pace and in regular formation. They numbered some 6,000, whilst he with the bulk of the cavalry proceeded ahead, followed by the archers under Tauron. His appreciation of the forthcoming battle was as follows :—

Porus, being surprised, would be taken at a serious disadvantage. Because of this, there was every reason to expect that he would be able to defeat him with cavalry alone; if not, he must hold Porus until his infantry came up. Should Porus determine, however, on an immediate withdrawal, then it was necessary to advance on him with all possible speed; cavalry alone could do this, therefore the cavalry must be pushed ahead.

22. The Preliminary Engagement and the Indian Order of Battle.

Porus, on learning that Alexander had crossed the river, despatched his son at the head of 2,000 cavalry and 120 chariots, presumably to hold and delay Alexander whilst the rest of his army formed into order of battle. It was difficult to see what else he could do, if he was determined to fight it out; nevertheless, it was a hazardous move, for, should this force be severely punished, he would be deprived of the bulk of his cavalry.

On seeing this force approach, Alexander first thought that it was Porus himself at the head of his entire army; he thereupon sent out his horse-archers as a covering force. ‘ But as

* Porus was expecting to receive assistance from Abisares, King of Kashmir. To join Porus, Abisares would in all probability use the Kandar-Nullah (*see* diagram 10). Alexander, to secure his line of retreat should his operations on the left bank of the Hydaspes fail, left a considerable force of infantry on the right bank of the Hydaspes at the point of crossing.

soon as he ascertained with accuracy the number of the Indians,' he at once charged home, scattering the enemy and killing the son of Porus and 400 of his followers.

Porus, learning of this defeat, was in doubt what to do. Craterus was now attempting to cross the river, and Alexander was advancing on him at top speed. He made up his mind to march on Alexander and to come 'into a decisive conflict with the strongest division of the Macedonians.' Leaving some elephants and a small force to hold the ford, he then took all his cavalry, some 4,000 men, his 300 chariots, 200 elephants and 30,000* infantry, and marched against Alexander.

Finding a track of country free from clay and suitable for his chariots to manœuvre over, he drew up his army in the following order :—

He first deployed his elephants in front at intervals of about 100 feet; behind these he drew up his infantry in phalangial order. On the flanks of the elephants he posted bodies of infantry, and on the flanks of these he drew up his cavalry covered by his chariots. (*See diagram 11.*)

His tactics were based on the power of the elephants. He was of opinion that Alexander's cavalry would not dare to approach them. Further, he thought that the enemy infantry would not have the audacity to push in between them, and, if they did, then, disorganised as they would become by being split up into small packets, they would fall an easy prey to his own infantry in rear.

23. *Alexander's Plan of Battle.*

As soon as Alexander saw the Indians drawn up in order of battle, he halted his cavalry so that his infantry might come up; 'and even when the phalanx in quick march had

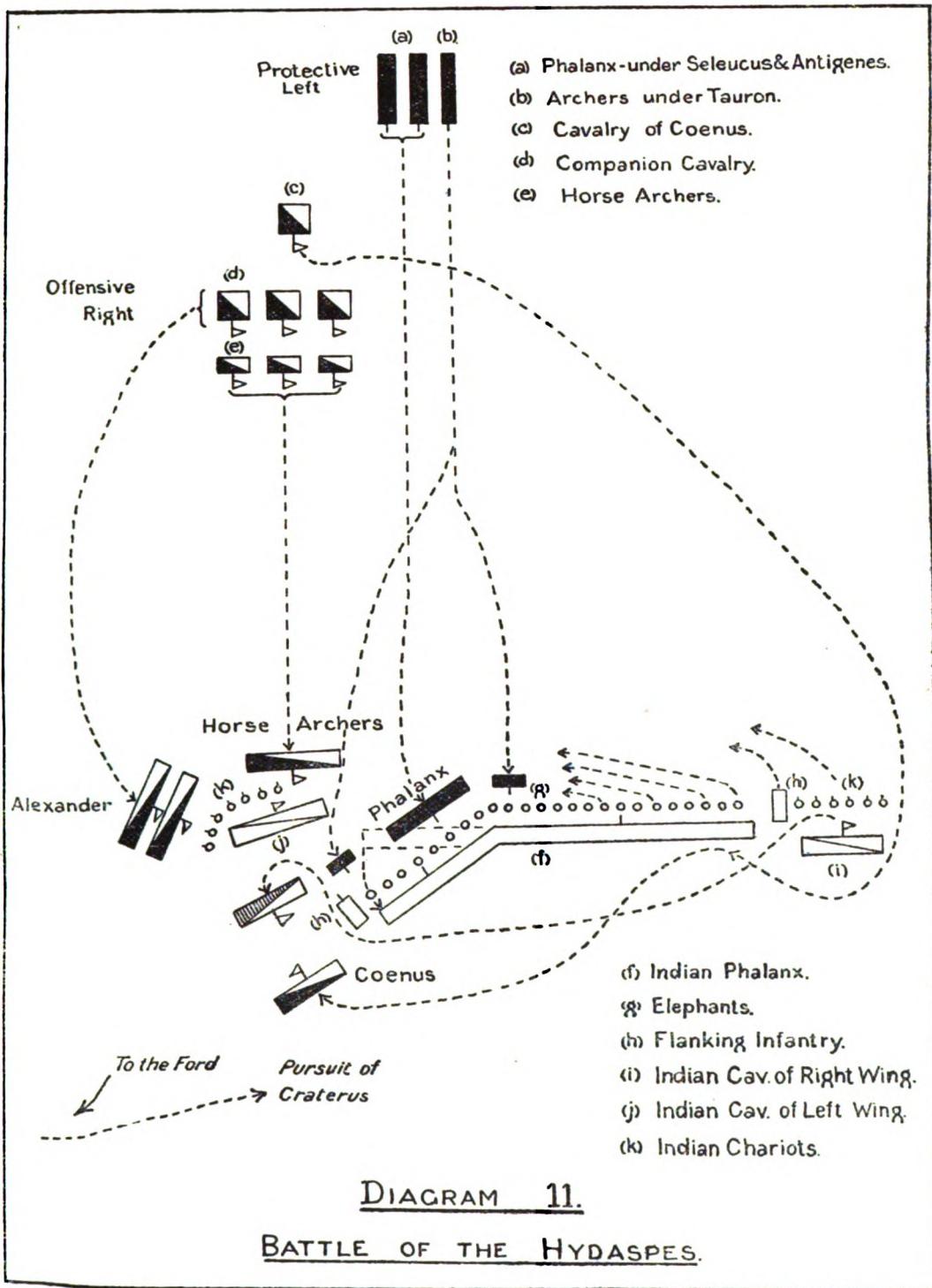
* These figures, which are Arrian's (V., xv.), differ from those of Diodorus already quoted, and from those supplied by Curtius, which are 30,000 infantry, 300 chariots and 85 elephants (VIII., 44).

effected a junction with the cavalry, he did not at once draw it out and lead it to the attack, not wishing to hand over his men exhausted with fatigue and out of breath to the barbarians who were fresh and untired. On the contrary, he caused his infantry to rest until their strength was recruited, riding along round the lines to inspect them.*

He then carefully examined the enemy's dispositions and resolved 'not to advance against the centre in front of which the elephants had been posted,' but, as he was superior in cavalry, he at once decided to march against the enemy's left wing. His plan was as follows :

The horse-archers, 1,000 in number, were to move forward against the enemy's left and, when in range, were to open a 'storm of arrows' in order to throw his cavalry into confusion. Under cover of this fire attack, he, at the head of the Companion Cavalry, would advance against this same wing and attack the Indian Cavalry in flank 'while still in a state of disorder' and before they could deploy into line. He foresaw that, as he was superior in cavalry, if he moved the bulk of his cavalry towards the enemy's left wing, he would compel Porus to mass against him (on this wing) the whole of his horsemen. What would this mean? It would mean that Porus would have to move the cavalry he had posted on his right wing to his left wing and that, consequently, his right wing would be uncovered. To take advantage of this probability, Alexander ordered Coenus with his own regiment and the cavalry of Demetrius, directly he saw the cavalry on Porus's right wing move to his left and become engaged, to gallop his horsemen round the enemy's right wing and charge it in rear. The infantry of the phalanx, under Seleucus and Antigones, and the foot archers under Tauron, were ordered not to engage in the action 'until they observed the enemy's cavalry and phalanx of infantry thrown into disorder by the cavalry under his own command.'

* *Ibid.*, V., xvi.



24. The Battle of the Hydaspes.

The battle which now took place is a most interesting one, and to understand the action as described by Arrian we must suppose that Porus wheeled back the left wing of his army to meet the approaching attack and that he drew in his elephants more and more from his right towards his left. With his cavalry he did exactly as Alexander had foreseen. He collected it on his left flank and moved it against the Macedonians. Coenus, watching closely what was taking place, at once advanced; wheeling round the enemy's right wing, he galloped down the rear of the Indian Infantry. This attack 'at once threw the ranks as well as the decisions of the Indians into confusion.' To meet this unexpected attack, Porus wheeled round a strong force of cavalry to meet it. 'Alexander, seeing his opportunity, at the very moment the cavalry was wheeled round in the other direction, made an attack on those opposed to him with such vigour that the Indians could not sustain the charge of his cavalry, but were scattered and driven to the elephants, as to a friendly wall for refuge.*

Thereupon, the Indian mahouts gallantly urged their animals forward. But as they did so, the Macedonian phalanx, covered by the archers, advanced on the elephants, hurling their javelins and striking them with their pikes. Well may Arrian exclaim: 'The action was unlike any of the previous contests.'

The phalanx was thrown into confusion; the Indian Cavalry, seeing this, wheeled round to charge again, but Alexander's men, excelling them in strength and discipline, threw them back. Now followed a hand-to-hand cavalry contest, in which the Indian troopers were cut down in great numbers. One by one the mahouts were killed, and 'when the beasts were tired out, and were no longer able to charge

* *Ibid.*, V., xvii.

with any vigour, they began to retire slowly, facing the foe like ships backing water, merely uttering a shrill piping sound.*

Alexander now surrounded the whole of the enemy's line with his cavalry and, giving the signal to the infantry to link their shields, he charged his disorganised foe. 'Upon this, all who could do so turned to flight through the spaces which intervened between the parts of Alexander's cavalry'; thus the battle was won after eight hours' contest.

The pursuit was at once taken up by Craterus, for Alexander's men were tired out. According to Arrian, Porus lost 20,000 infantry and 3,000 cavalry killed, and Alexander 301; the figures given by Diodorus are 12,000 and 980, respectively.

25. *An Analysis of the Battle.*

I will now examine this battle and see what lessons we can learn from it. The first thing which strikes us is the elaborate preparations taken by Alexander before operations begin. Whilst Porus is sitting by the ford intent on defending it, Alexander does not lose a minute. He reconnoitres the country; sends back to the Indus for his boats; selects a point of crossing which will afford him cover from view, and then carries out a series of bewildering feints against his enemy which blind him by tiring out his vigilance.

Directly all is ready, he makes a rapid night march during the south-west monsoons. His route has been carefully selected, and is well concealed. His force is small, some 14,000 men† at most, and he has been severely criticised by several writers for daring to attack an army forty to fifty thousand strong with so small a force, when he could have augmented it considerably. But these writers miss the whole idea underlying this operation. It was not an attack

* *Ibid.*, V., xvii.

† 6,000 infantry, 5,000 cavalry and (?) 3,000 light troops.

in force, but an attack based on surprise. And when we think of it, to march 14,000 men, of whom over a third were cavalry, 18 miles and cross a broad and swollen river during hours of darkness and dawn, is a feat which has seldom been equalled. The staff arrangements connected with this crossing must have been superb.

Again, for this surprise to succeed, it was essential that Porus should not notice any serious reduction in the numbers opposed to him. When his scouts reported to him the out-flanking movement, several writers have blamed him for having sent forward only 2,000 men to meet it, in place of leaving a few elephants to guard the ford and with his whole army have marched to meet Alexander. But it was *because Craterus was so strong* that he did not realise what was happening. We thus see that it was this larger force which guaranteed the surprise of the smaller which, we may assume, was as strong as it could be, its strength being measured in terms of the time it would take to cross the Hydaspes and retreat across it should it be defeated.

The sending forward of the 2,000 cavalry and chariots was not in itself a mistake, but what was a very serious mistake was the action which followed. Once Porus's son had ascertained that he was opposed by a large force, he should at once have fallen back, drawing Alexander's cavalry away from the river and towards the level ground upon which his father intended to marshal his troops. I cannot help feeling that the instructions to Porus junior must have been very vague. Did he know what his father's plan was? I doubt it, because, being surprised, Porus in all probability had no plan—morally he had been hit on the jaw.

Once he learnt what really was happening, there was only one chance for Porus: to advance on Alexander and attack him whilst his forces were still divided. He did not do so, because he was bewildered. He renounced the initiative and assumed a defensive attitude. Nothing could have assisted

Alexander more. It enabled him to rest his men; this he did. In spite of his impetuous nature, Alexander never forgets his men; he is a past master in knowing how to economise their strength. Whilst they are resting, he is active. He rapidly reconnoitres the enemy. He sees the long line of elephants in the distance; he knows his cavalry will not be able to charge them; the chariots he does not fear; he decides, therefore, to strike at a flank. The question is, which flank?

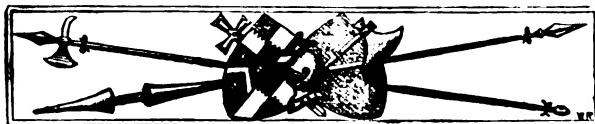
His army is so small that he must maintain touch with Craterus. His right flank is, consequently, his strategic flank; besides, if he can turn Porus's left flank, he will facilitate the crossing of the river by Craterus. He decides, therefore, to attack this left flank and to concentrate every available man and horse against it. If he concentrates the whole of his 14,000 men against Porus's left wing, he will numerically be superior to his enemy at the decisive point. He does not, however, do this; he detaches Cœnus with some 1,000 horsemen, and by doing so he compels Porus to detach his right-wing cavalry to meet them. By this economic distribution of force, Alexander adds vastly to his concentration against his enemy's left flank, not only by forcing Porus to withdraw troops, but by the demoralisation this surprise attack produces. To have 1,000 horsemen galloping round your rear is far from a stimulating sensation. The attack of Cœnus is so planned and executed that it simultaneously lowers the enemy's strength and *morale at the decisive point*.

Secured on his right flank by the river and the main army under Craterus, which, though on the right bank, threatens the rear of the enemy, Alexander decides to secure the left of his cavalry attack with his phalanx. He does not, however, await the arrival of the phalanx; he knows it will be in position shortly, and all the more rapidly if by a swift cavalry onslaught he can fix the enemy's horsemen. To prepare this attack, he sends forward his horse-archers, then he 'obliques'

to the right and, when the enemy is in a state of confusion, he charges home.

The enemy's cavalry is scattered, but his men are disordered by the elephants. Now the phalanx approaches, its flanks secured by archers, and with it he delivers a left-hand punch, under cover of which he withdraws and reorganises his cavalry—his right-hand punch. No sooner is this done than he withdraws his phalanx and charges home with his cavalry. Then, with his phalanx (his left), with linked shields, he knocks his antagonist out.

Throughout this entire battle we see a most wonderful application of the principle of co-operation. In truth, there is not one principle of war Alexander fails to apply. Porus is a sound traditional general; Alexander is a genius. In a moment he has measured up his antagonist, and, when he sees an opening, he hits or parries so rapidly that his enemy has no time to think. The astonishing mobility of his attacks, based always on secure flanks, is one of the great lessons we learn from this remarkable battle.



SMALL GAME SHOOTING IN EGYPT

By 'HUSSAR'

THE following is an attempt to describe such small game shooting as comes in the way of Officers of the British Army of Occupation. The shooting consists of duck and snipe during the winter and quail during the spring. Duck are found on the lakes and patches of flooded land in the cultivated areas and on the edge of the desert. The shooting rights over these spots are mostly rented by private individuals or by syndicates. The rent varies with the size of the lakes and the distance from Cairo. A gun in a very good shoot close to Cairo costs from £30 to £40. A gun on an almost equally good shoot two hours by train from Cairo may cost as little as £5, but the expenses of each day will be larger. A good lot of snipe are found round the edge of the lakes and are shot after the duck shooting for the day is over. There is hardly any free duck or snipe shooting within easy reach of Cairo. It is sometimes possible to get a nice few duck by sitting over any patch of water or irrigation drain near a big lake when the latter is being shot. To do this it is necessary to get up very early in the morning, as these spots are well known to the local Greek and Italian sportsmen.

A great variety of duck are seen. The present writer has identified the following during last season :—mallard, gadwell, widgeon, pintail, common pochard, white-eyed pochard, red-crested pochard, common sheldrake, ruddy sheldrake, shoveller, common teal and blue-winged or Gargany teal. Half the bag are usually teal, shoveller coming next; mallard are very scarce.

Very fine snipe shooting may be got free on the edges of the sea marshes in the Delta. Most of the sporting dragomen in Cairo have a particular spot to which they will take you for a consideration. It is necessary to spend a night or two either in an hotel in a provincial town or in the house of the local Greek or Italian trader. Bedding and Keating's powder should be taken. At the best time of year three guns might get 100 couple a day. The snipe often lie fairly well, but the walking is desperate. Duck and snipe shooting begins about the end of October, as soon as the autumn floods dry off, and goes on till the middle of March, when the duck and snipe leave on their northern migration. The quail migrating from South to North arrive in the neighbourhood of Cairo about the middle of March and move on about the middle of April. Quail shooting is free, and quail are found in any crop of barley or bearded wheat near the edge of the cultivation. They lie like stones and are very easy to hit, but very hard to find when dead. Most people find half a day's quail shooting quite enough. Two guns can easily get twenty to thirty brace in half a day.

Let us suppose that a friend, newly arrived from home, has secured a gun in one of the more distant duck shoots. We will accompany him and give him the doubtful benefit of our advice and experience. The train leaves Cairo at 7 a.m., so we will collect our traps overnight. Change of clothes, or, at any rate, of shoes and trousers in one bag, lunch and 300 cartridges in another, shooting stick and a dozen or so wooden decoys. We will get to the station in plenty of time, as we have military half-fare vouchers. The booking-clerk has seen hundreds of these before, but the sight of one always excites him and necessitates long discussions with other clerks, much expectoration and probably a reference to the stationmaster. We find about a dozen other guns on the train, all friends of ours, but at the moment sleepy and disinclined for conversation. This is the height of the social season, and most of these gentlemen were dancing three hours

ago. We make up our arrears of sleep in the train and reach our destination about 9 a.m. We leave our change of clothes in the stationmaster's office and pack ourselves and belongings on to a trolley drawn by a long-suffering mule, which conveys us along a miniature tram line to the edge of the lake, about a mile away. Here we meet one or two other guns who have motored down, and the admirable manager of the shoot, to whose knowledge and trouble we owe most of our sport. The draw for butts takes place. Each gun is given a map of the shoot, showing the position and numbers of the butts and the number of the one he is to occupy. Anxious inquiries as to who had the butt we have drawn last week, and what did he get? Old So-and-So, and he did not do too well. Never mind; butts vary from week to week, and we are privately of opinion that we can hold a bit straighter than Old So-and-So. Choose two boys out of the crowd of ragamuffins and come along; it is 10 to 10 o'clock and zero is at 10.15. We have about half a mile to walk along the edge of the water and then a short distance at right angles along a bank dividing two patches of flooded land. On the way lots of duck and teal can be seen. They get up and fly short distances as we approach, but they are used to natives walking along the banks and as yet are not alarmed. Once the first shot has been fired it will be a different story. Our butt is built of rush, with a good dry floor, just off one of the mud banks along which we have walked. A quarter of an hour to wait, but there is plenty to do to fill the time up. First put out your decoys about twenty yards up-wind of the butt. Make the boys separate them out nicely, and be sure that each bird is facing up wind. Large duck, such as mallard, widgeon and pintail, seldom take any notice of decoys; but teal and shoveller will often come a little lower and closer to have a look, thus turning a long shot into a reasonable one. Fix your shooting stick so that you can just see over the top of the butt, and have your spare cartridges where you can get at them quickly. Make your boys go and hide at least fifty

yards away, under threat of instant execution if they move. If you like, stick a few bits of rush in the band of your hat : it may make the outline a little less conspicuous above the top of the butt. Five minutes to go and we are quite ready. The minutes seem to pass very slowly. A small bunch of teal fly low along the bund, swoop down to our decoys and almost settle. At the last moment they see something wrong and swing away again. What a right and left we could have got! But on no account must a shot be fired before the time fixed. If this rule is broken the gun who has farthest to go will be caught in the open before he can reach his butt and will miss the best five minutes of the day. Watch that grey and white kingfisher, twice the size of our English bird, who has come to give us a show. For a long time he hovers over a shallow, motionless except for the quick beat of his wings. Suddenly he makes up his mind and, folding his wings, falls like a stone into the water, making a curious musical tinkle more than a splash. Almost immediately he emerges with a wee fish crossways in his beak.

After what seems an endless wait we hear a shot from the far end of the lake and immediately half a dozen more from the nearer butts. The last shots are almost drowned by the noise of hundreds—indeed, thousands—of duck getting off the water. For about five minutes they come as fast as you can load—good fast birds, but all a reasonable height and too agitated and confused to avoid the butt. After the first five minutes or so they get higher and wilder, and after a quarter of an hour they almost stop coming. We have sixteen down dead, all fairly close in, and three farther out that are probably swimmers. There goes one of them almost out of shot. Shoot him, quick, before he dives again ! Good ! He won't give any more trouble. Send the boys for the other two swimmers and get them back to cover. Never mind the dead ones—they will keep. The sky is full of duck all miles out of shot. You can hear the whistle of their pinions long before you can see them. They will fly round like that for another ten minutes

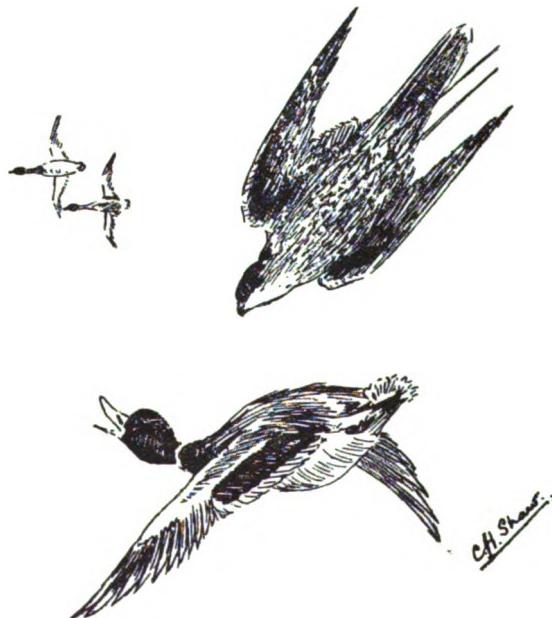
and then start dropping down in small lots, so keep still and look out. Here comes one—a gadwell—straight at the decoys. Keep down, and whatever you do, don't move too soon. He sees the decoys and puts his feet out to land, but just before he gets to them changes his mind and, rising quickly, swings over and to the right of the butt. You shoot just at the right moment; he crumples up in the air as you fire, falls with a splash thirty yards behind you, and floats paddles uppermost, as a well-killed duck should float.

Here comes a big fellow; what is he? Widgeon. You can see the sun on his beautiful red and yellow head. He comes straight on, taking no notice of the decoys and apparently in no great hurry. Surely he is within easy shot. You swing up your gun and fire with complete confidence. No result. A hurried swing ahead and a second barrel. He goes on without the slightest acknowledgment. You ram in two more cartridges, making uncomplimentary remarks about the quality of the powder and the absence of shot. Not a bit of it! You were deceived by his size, by his bright colours in the strong sunlight, and by his leisurely flight. He was sixty yards out and thirty up and, anyway, you shot half the length of the church behind him. It is past 1 o'clock and you have forty-six down. We had breakfast at 6 and are beginning to feel hungry. Nothing has come near us for the last ten minutes, so let's send the boys to pick up and have lunch. We have hardly got our teeth into the first sandwich when a teal whistles over the top of the butt, almost knocking our hat off. In far less time than it takes to tell we have dropped our sandwich, knocked over our bottle of beer, turned round, and the teal goes on his way, pursued by two futile barrels and other expressions of our displeasure.

By the time we have finished our lunch and picked up our birds it is past 2 o'clock. The train goes at 3.20, so we must move. We come out of our butt and watch the boys tying up the birds in the carrier. Suddenly both boys crouch down; instinctively we seize our gun and turn round. A big bunch

of teal seem to split up all round us. The first bird is an easy shot and falls, obviously dead. We try to pick a second, but the bunch seems to have exploded in all directions like a shell. A desperate second barrel just catches the last one; back goes his head, he turns over in the air and falls dead as a hammer sixty yards out, and we have accomplished what many experts consider the hardest bit of shooting in the world—a right and left at teal. Pick them up, get in your decoys and come along. Never mind that patch of reeds; a tired shoveller kicked up at your feet would be an anticlimax after that last shot.

Arrived at the starting-point, we meet the other guns, and scores are compared and added up. Ours is forty-eight—by no means the best; but we are, or should be, very well satisfied. Seven hundred odd duck and teal for eighteen guns and two more guns still to come in. Back to the station and change our wet feet. A game of poker during the return journey, from which we rise a slight winner, makes a pleasant finish to a good day's sport.



POLISH LANCERS OF TO-DAY AND YESTERDAY

By REGINALD F. HEALY

THE presence of the Polish representatives at Olympia served to recall the history and traditions of the Polish army of other days.

No nation has had a greater past than Poland; even so late as 1740 her frontiers were the Baltic and the Black Sea. Then came the three partitions, and, despite the revolutionary movements of 1830 and 1863, she was, until the Treaty of Versailles, in chains. The story of her army is that of the country, and, ever a nation of horsemen, the Polish army of the old days was nearly all cavalry. Even in the dark period of the country's serfdom, the Polish cavalryman had a worldwide reputation and the Polish Lancer is a familiar and picturesque figure. The lance, Montecucculi called it the 'queen of weapons,' owed its revival to Poland. Going back to the days of chivalry the lance was the principal weapon, and its use was forbidden to the plebeian ranks. Then it fell into disuse, until revived as the weapon for the mounted man, by the Polish and Cossack cavalry, against Charles XII. Later on the troops of Frederick the Great encountered these spearmen from Eastern Europe, and the Prussian martinet must have thought well of the weapon as he introduced it for the use of some of his light cavalry.

UNDER THE FIRST EMPIRE

Napoleon, too, encouraged the new arm, and perhaps it is to him that we really owe our conception of the lancer

of modern times, for not only did he introduce the long lance and bi-coloured pennon to the French army, but adopted, too, the peculiar dress which, with minor modifications, has been accepted as the costume of the lancer. Napoleon's first corps of Polish lancers was formed at Warsaw in 1807, and these were attached to the Guard as *chevaux légers lanciers*. This first regiment, some 1,000 of all ranks, was clothed in blue; and, three years later, a second regiment—the famous *lanciers rouges*—was organised, but the *personnel* of this second corps appears to have been mixed, the Polish element being in the minority. A third regiment, of five squadrons, recruited from Poles, came into being in July, 1812, and this, with the other two corps, formed a part of the Imperial Guard. Just prior to this, however, nine dragoon regiments were converted into lancers, doubtless to comply with the decree of November 25, which authorised a lancer regiment for each division of cuirassiers. After the fall of the Second Empire the distinctive lancer dress disappeared from the French army, but some of the dragoons still continued to carry the lance.

FIRST ENGLISH LANCERS

It was not until after Waterloo that the lance was revived in the English army, when the 16th Light Dragoons were converted into a lancer corps, and it is interesting to note that the Red Lancers of the English army were the first to use the weapon in action. That was at Aliwal, but long before this three other light dragoon regiments had become lancers in 1816, the 17th followed in 1823, while the 5th were revived as lancers in 1858. The most recent change was in 1897, when the 21st Hussars became a lancer regiment, and soon afterwards all cavalry, Hussars excepted, had a squadron armed with the lance—an innovation, however, which soon disappeared.

As far back as 1811 Captain Dronville proposed the formation of a corps of lancers, and the Duke of York was



TROOPER: POLISH LANCER OF THE IMPERIAL GUARD

approached on the subject. Again, three years later, Colonel de Montmorency, of the 9th Light Dragoons, made a similar proposition, and in the following year the experiment was made. Whether the exploits of the Polish lancers at Quatre Bras and Waterloo had any direct influence on the final decision there is no evidence, but there must have been some considerable inducement, as all change and expenditure of any kind was strictly discouraged after the Waterloo campaign. Although the 16th Light Dragoons was the first corps to adopt the novel dress and accoutrements, the initial experiment of actual training with the lance was with 50 men of the 9th, and a German officer in that corps, a Captain Peters, was appointed to give instruction at the old Riding School at Pimlico. The lance used here was 15 feet long, but this type was never issued to regiments, the length then, as now, not exceeding 9 feet. The original idea appears to have been to have a lancer troop to each regiment of light cavalry, but this was abandoned, and regiments were converted as we have already seen.

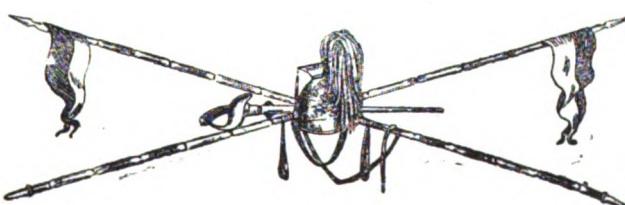
The Polish army to-day has thirty independent cavalry regiments, and 27 of these are lancers or *ulanow*. Each regiment comprises, in addition to headquarters, dépôt and cadre, four line squadrons, a machine gun squadron and a pioneer squadron; while these twenty-seven corps are formed into nine brigades, each of three regiments. As yet the full dress uniforms have not been introduced, but the undress cap of the Polish lancer is now, as ever, distinctive and picturesque. It is the *czapka* of the old days, which has been adopted by other nations as the headdress of the lancer.

SARTORIAL SPLENDOURS

The revival of the lance in the armies of Europe was invariably followed by the adoption of what each nation fancied to be an essentially Polish dress. Exactly why a man should not be able to wield a lance in ordinary attire it is

difficult to fathom. The fact remains, however, that the lancer dress is used to this day. There is really very little difference between the dress of the Red Lancer who followed the fortunes of the Great Emperor and that which his English successor wears now. The coloured fronts or 'plastrons' of the tunics were originally the double-breasted tunic or coatee, buttoned back to show the coloured lining. Sometimes only the two top buttons were utilised in this way; at other periods the turn backs extended from throat to waist-belt. The present day 'plastron' is meaningless, as it is merely a flap of coloured cloth—red, black or white as the case may be—sewn on to the tunic and fastened at the side with hooks and eyes. When first the lancer dress was adopted in England, 'cossack' trousers, very full on the hip, were the mode, with immense gold epaulettes for officers, and brass shoulder scales for other ranks. The lancer cap (the older copies of the 'Dress Regulations' refer to it as having a 'trencher top 10 inches square') was what the military tailor made of the Polander's *czapka*.

The Polish team favour the short stirrup leather and the forward seat when taking an obstacle, and have based their scheme of training for both men and horses on the Italian model. The Polish cavalry have not introduced the Italian method of training in its entirety, adopting only what was considered necessary for the improvement of the curriculum already in existence.



MY FLIGHT TO INDIA

By AIR VICE-MARSHAL SIR SEFTON BRANCKER,
K.C.B., A.F.C.

TOWARDS the end of the summer of 1924 a series of events gave me an excuse for flying to India.

First and foremost, the Government had decided definitely to embark on an experiment in the operation of airships. This policy necessitated a visit by Air Ministry representatives to India, amongst whom, naturally, the Directorate of Civil Aviation had to be represented. Further, it was becoming more and more obvious that the time was ripe—indeed, more than ripe—for some commercial organisation to take over the Cairo-Baghdad air route and extend it to India. Other factors also justified the journey. I had work in both Paris and Berlin; Poland and Roumania had each suggested visits from Air Ministry representatives, with a view to discussing possible co-operation in air transport; and our knowledge of the commercial aviation position in Turkey was extremely vague.

A very short consideration of the various problems which were in process of development made it obvious to me that the only way I could investigate them efficiently was by an air journey to India, visiting Paris, Berlin, Warsaw, Bucharest, Constantinople, and the Cairo-Karachi air route on the way.

Such a break-away from precedent was, of course, more

than any Government Department could be expected to accept without some demur. The De Havilland taxi-service offered to take me to India by any desired route for £1,500, and after some discussion, the Air Ministry agreed to grant £700 towards such a journey. As soon as I had this guarantee, everything was easy. The Society of British Aircraft Constructors, Imperial Airways, Sir Charles Wakefield, and the Shell and Anglo-Persian interests all agreed to help financially and in kind, and my principal trouble—finance—vanished like a morning mist under the strong sun of faith and enterprise.

The selection of pilot and aircraft was not difficult. Cobham stood out as a long distance air navigator without equal, and was himself mad keen to go; it was he who inspired most of the outside assistance. I had spent many comfortable and happy hours in a De Havilland 50, behind a Siddeley Puma engine, and was prepared to back that combination for safety and economy anywhere; our mechanic, Elliot, had done several long trips with Cobham, and knew the D.H. 50 inside out.

We decided at once that we must carry all our spares with us, and must have about eight hours' petrol on board for some of the long jumps we might have to make. For this reason, two of the D.H. 50 seats on the port side were replaced by extra tanks, holding 60 gallons of petrol. A hand pump was fitted in the cabin to raise this extra fuel into the overhead gravity tank; an extra oil tank was fitted; also a tropical radiator. A spare propeller was bolted under the fuselage and stream-lined with fabric, and about 50 lbs. of engine spares was stowed under the pilot's cockpit. In addition, we carried ample baggage, for I insisted that, in the interests of air transport, Cobham and I had to be prepared to dress properly for any situation that might arise on the journey. Furthermore, we knew we would have to carry four days' rations and water on some sections of the route.

Our total weight was made up as follows :—

Maximum permissible load	...	...	4,200 lbs.
Weight of machine empty,			
with water	...	...	2,400
Normal fuel and oil	...	...	473
Weight of pilot	...	...	170
			<hr/>
			3,043
Maximum useful load	...	...	1,157
			<hr/>
			4,200 lbs.
			<hr/>

Actual useful load carried	...	...	1,160 lbs.
Weight of passengers	...	336	
,, baggage	...	200	
Extra petrol and tanks	...	462	
Emergency rations and water		20	
Engine spares	...	50	
,, tools...	...	10	
Extra propeller	...	30	
,, weight of large wheels		26	
,, ,, tropical radiator and water		26	
			<hr/>
			1,160 lbs.
			<hr/>

As a matter of fact, we started without checking these weights very closely. I was of the opinion that it would be better to start with all we thought we required, and then jettison the less necessary articles, if we found we were overloaded. We actually 'weighed out' at Berlin, and found that we were practically just within our Airworthiness Certificate weight even with full tanks. Later on we must have been a little overloaded when we had to carry rations.

I will first enlarge on our actual itinerary.

We were starting at a peculiarly unpropitious time for regular flying in Europe, and we anticipated plenty of climatic trouble as far as Constantinople. I was, therefore, anxious to avoid publicity at the start, as I realised that our enterprise, with a little bad luck, might well be seriously delayed by fog and snow on the unorganised route we were to follow. Our departure on November 20 was somewhat of an ordeal : it was extremely cold, and the aerodrome was a sea of mud ; we had to wait whilst the compass was swung ; and, in spite of our desire for privacy, a large number of enthusiastic friends and Press representatives had assembled. As we piled in our baggage and took our seats, I began to have fears as to whether we should unstick at all, so wet was the aerodrome ; but the machine rose like a bird, and we plunged straight away into fog, from which we did not emerge until we were forced to land at Poix, as flying beyond that point was absolutely impossible. Here I had a stroke of luck, for the first person I met was the Chef du Port of Le Bourget Aerodrome making a tour of inspection in his car, and he took me straight into Paris without further delay.

From thence our journey *via* Cologne, Berlin and Warsaw was uneventful, and remarkable chiefly for extremely bad visibility. I selected this route mainly because I wanted to gauge the winter conditions of this northern circuit, and partly because I had business both in Berlin and in Warsaw. At Berlin we went to see what is likely to be the best air port in the world. The German Government have converted the old Tempel Hoerfeld, where the Imperial military reviews used to take place, into Berlin's air port. It offers a magnificent area, only ten minutes' drive from Unter den Linden. I doubt if any other city in the world will be able to boast of such a fine aerodrome so close to the centre of its activities. The country around Berlin is extremely flat and should be very good for night flying in the future. The last time Cobham and I had been to the city we had arrived in

rain and pitch darkness, through having to make a late start from England.

At Berlin we received reports of heavy snow around Bucharest, which was unexpected at this time of year. We had an easy flight from Berlin to Warsaw, but I confess to quite a thrill when I first sighted the shallow sandy bed of the Vistula, with its tremendous history of military endeavour in the past. We struck the river low down, and passed over several of the old frontier forts before reaching Warsaw.

We received a tremendous welcome from the Polish Air Force. The Poles believe wholeheartedly in aviation, and they also believe—perhaps with some reason—that they are one of the most important bulwarks of Europe against the Bolshevik hordes, and that the time will come when they will save Europe, as they did once before. In consequence, they have a huge programme of aviation development, and every officer and man I met seemed to be ‘all out’ to make the Polish Air Force a great success.

From Warsaw we started in beautiful weather, intending to push right through to Bucharest. However, after only about an hour’s flight, we ran into exceedingly low cloud, and, as we had no weather reports of the area in front of us, we tried to fly underneath it. It got worse and worse, and, after dodging trees and church-steeple for some time, we had to turn back and landed at a large new military aerodrome at Lublin. Here we were most enthusiastically entertained by the local Air Force. Lublin has been constructed as a very large aircraft dépôt, where all overhauls of both engines and aircraft are carried out. The sheds were complete, but when we were there only a maintenance party had arrived. Here we received a telegram from Bucharest urging us to wait, as the weather was very bad and the aerodrome under heavy snow. However, the moment we got a good weather report from Lemberg, which is about the highest point between Warsaw and Bucharest, we started off once more. We reached Lemberg

just as the fog closed down, and the weather was so hopeless that I decided to push on to Bucharest by train that night, as I had certain appointments which I had to keep. The train journey was extremely uncomfortable, and, through being reduced to this unpleasant means of conveyance, I developed a bad cold, which had serious effects later on. In Bucharest I literally had a royal reception, but the weather was awful, and for three days extraordinarily bad visibility prevailed. I had lots to do, however, and I had just finished my various engagements when the weather cleared, and Cobham arrived, after having a most adventurous journey from Lemberg. He had become impatient with the weather, and had started off over the clouds, flying along the edge of the Transylvanian Mountains, the peaks of which he could see. As he got nearer Bucharest, the weather got worse and worse, and eventually, after being more than five hours in the air, he had to land in a small field at the foot of the mountains. The local inhabitants had never seen an aeroplane before, and gave him a great reception; the local school children assembled round the aeroplane and sang hymns in his honour. The next day he tried to get off from the field in which he had landed, but found it quite impossible, owing to heavy mud. Eventually, a small boy who had been watching his efforts slowly realised what he was trying to do, and had the intelligence to lead him to another field about a mile away. Here a get-off was just possible in one direction, so the machine was manhandled across ploughed fields and ditches to this field, a really muddy operation. Fortunately the next morning the weather was fine, and there was a nice breeze blowing from the right direction, and Cobham made a successful take-off. The Roumanian Flying Corps had been busy helping us, and had cleared a track in the snow at the Bucharest Aerodrome about 250 metres long and 30 metres across, the rest of the aerodrome being quite impossible for landing or taking-off. Cobham made a perfect landing in the cleared space, and Elliot set to

work immediately to remove some of the mud, with which the machine was liberally plastered.

Communications between Constantinople and Bucharest are bad, to say the least of it, and telegrams usually take two or three days to get through. Eventually I got a despairing wire from the Military Attaché in Constantinople, asking me to try to let him know when I was going to arrive, as the Turks had twice already sent out guards of honour to meet me at San Stefano. We left on the morning of December 5, in fine weather, crossing the Danube very soon afterwards. Here we saw thousands of ducks flying round the frozen marshes near the river banks. Half an hour later the snow had vanished, and we began to get glimpses of the Black Sea in the distance. The weather got better and better, and eventually, when we reached Constantinople, we had one of the finest views that I have ever seen from the air. The Bosphorus, the Golden Horn, the hills of Stamboul and Pera, and the endless minarets and domes, all combine to make Constantinople one of the most beautiful cities in the world when viewed from an aeroplane.

Constantinople breeds a peculiarly pertinacious type of journalist, most of whom know nothing of aviation; one of them, having snapped me at about one foot range from behind, then ejaculated: '*Monsieur, avez vous beaucoup souffert?*' as if we had arrived from the North Pole.

We had a surprisingly warm welcome from the Turks, and throughout my visit everyone I met tried to impress on me their great desire to make friends with England. They were most helpful and most hospitable, and I thoroughly enjoyed every minute of my time on Turkish soil. Here we had our first and practically only serious touch of engine trouble, in the shape of a leaky water-jacket; so I had to leave Cobham to get this right, and went on to Angora, the Turkish capital, by train. Once more I had to regret the discomfort of earthly travel as compared to the air. Angora was exceedingly interesting. It is a very old city, which used to boast of about

30,000 to 35,000 inhabitants. I got various estimates of the present population, and they seemed to average out to about 80,000, including some 200 Deputies from every part of the country. Certain Government offices had been built, but very little in the way of living accommodation. The result was that the great majority of the unfortunate inhabitants were hopelessly overcrowded, and the Deputies have to sleep anywhere. To add to their troubles, Angora is surrounded by a very large marsh, from which emanates a virulent form of malaria. It rained a good deal whilst I was there, and I have seldom seen a more dismal, dirty place. The Turks are facing their troubles bravely; the Government is working in the most uncomfortable conditions, but they are working very hard and sincerely. As one of them told me, there was nothing else to do but work in a place like Angora! They are faced with many great problems: they have not sufficient population; they are short of ploughing animals and agricultural implements; considerable tracts of the country are plagued with malaria; and money is not available for the proper development of what is really a very rich and fruitful country. I have always liked Turks, and this visit only confirmed the opinion that they are a people with whom we should make friends, if we can.

The Turkish aviation headquarters are at Smyrna, and Mazaffar Bey, who commands, started to fly up and meet me at Angora. Unfortunately he crashed *en route* and had to come on by train, which somewhat delayed my departure from Angora. But this gave me an opportunity of seeing all there was to be seen, and of making the acquaintance of all the Ministers.

I returned to Angora on the 15th, and on the 16th we started again from San Stefano Aerodrome. The Turks have established a prohibited area immediately opposite Constantinople, and so we had to strike south across the Sea of Marmora and fly round near Brusa, an operation which wasted a good deal of time, because there was a strong south-east wind.

The first half of our journey was over very wild and mountainous country, with some beautiful scenery, particularly near Mount Olympus, which towered up on our right. As we progressed east, the country flattened out, and, after passing Afium Karahissar, it became an ideal aviation country : wide, flat valleys, with landing places galore, surrounded by ranges of easy hills. The country everywhere from Afium Karahissar right on to the pass beyond Eregli was very desolate, but water was plentiful, and if only sufficient population and money existed to develope these plains, this would become a very prosperous part of the world. After a very pleasant flight against a head wind, we landed at Konia. Here the aerodrome was almost an hour's drive from the city. The Turkish Air Force had most kindly sent a detachment to help us; they had put up a telephone line from the aerodrome to the town; placed a meteorological officer at our disposal, and provided fuel and oil to meet us on landing. We stopped the night in Konia, where we had a most interesting evening. The local District Governor invited us to an evening party with Turkish music, and there we met the general officer commanding the local division and the head of an extremely holy sect of dervishes. They wanted to show us everything, and expressed the hope that we could stop at least a week. The hotel was not of the best, and I gathered that most of the bedrooms were very lively. Mine was all right, but Cobham was forced to come and share my accommodation as he simply could not face the crawling population in his own.

The next morning broke very cold, with low cloud and threatening snow. The aerodrome at Konia was about 3,500 feet above the sea, and was small; we, therefore, judged it wise to limit ourselves to four hours' petrol. As we flew towards Eregli, the weather got worse and worse, and we got rain, sleet and snow in succession; at one point we seriously considered turning back, but, fortunately, decided to try for another half-hour, by which time half our petrol would be gone. Then

the weather began to clear, and we caught glimpses of a range of high snow-clad mountains on our right and away in front. A quarter of an hour past Eregli we turned south, and made for these mountains. The actual watershed was some considerable distance north of the main line of peaks, and we slipped over it at 5,500 feet, scarcely realising we had crossed it. On the southern side the country got worse and worse; low clouds came rolling down on the mountains all round, and we were forced to fly down narrow gorges with precipices on either hand and a roaring torrent away down at the bottom. The lower we got, the lower came the clouds, and there were moments when I thought we should have to turn round and try to get back to the top again. Then suddenly we got a glimpse of comparatively flat country, and ten minutes afterwards we were out over the broken foothills to the north of Adana. We had meant to push on to Aleppo, but the wind was against us, and it became obvious that our fuel would not take us there, so we turned to the south and made for Alexandretta. As we came opposite the mountains which run north from Alexandretta, we encountered a most thorough bumping: evidently an easterly gale was blowing over these mountains and coming right down on top of us. Elliot, I, and the baggage began to bounce about the cabin like peas in a tambourine, and personally I only just had time hastily to swallow some seasick mixture to avoid being thoroughly ill. At Alexandretta the aerodrome is small and close under the mountains, and Cobham had quite a difficult feat to land safely. We encountered a tremendous down current when we were only about 200 feet up, and I thought for a moment we were going to crash.

The hotels of Alexandretta are best left undescribed, but, fortunately, the local British Consul, Mr. Catoni, insisted on entertaining us, and we had thoroughly comfortable quarters.

The aerodrome at Alexandretta was so small that we decided to get off with only two hours' petrol and land at

Aleppo to fill up. The next day we started for Aleppo in a high wind and heavy rain. The Aleppo aerodrome proved to be very soft, and it at once became evident that we could not get off without a risk of breaking the propeller with flying stones. The French flying Corps were splendid, and, whilst they entertained us to an excellent lunch, they turned out a detachment and manhandled the machine, fully loaded, across to a hard bit of ground to the north of the aerodrome. It was not until about four o'clock that we managed to get away. It was still raining, and the clouds were right down, so we flew at about thirty feet on a compass course until we struck the Euphrates, where we turned down the river and eventually landed at Rakka, a small French air post at which was stationed one *escadrille*. Here, again, entertainment was lavish, and we spent a very cheerful evening in the aviation mess. I broached our only bottle of brandy to celebrate the occasion.

The next morning we nearly had a disaster. Continuous rain had made the apparently hard aerodrome very treacherous, and, as we taxied out, one of our wheels broke through the surface and we turned gently over on to our nose. Horrible visions rushed up before my eyes ! 'The propeller must be broken ! but we could deal with that as we have a spare propeller. The radiators are probably leaking, the crankshaft is almost certain to be bent !' We climbed gloomily out of the machine, cursing solidly, and, with the aid of the French mechanics, who rushed up in great excitement, pulled her back on to her tail. The propeller straightened itself out miraculously, and, after looking her round and finding nothing wrong, we decided to run the engine. The propeller wobbled a little, but everything else was perfect, and within half-an-hour of this *contretemps* we were up in the air and on our way to Baghdad—a really wonderful testimony to the soundness of British design and construction. Again we were confronted with a strong headwind, and, as we neared Ramadi, we realised

that we could not reach Baghdad in daylight, and so came down at the former aerodrome. Here, at last, we felt warm and dry, and, although the weather was still overcast, it was a vast improvement on anything that we had experienced up to date. The next morning it was raining again, and we went on to Baghdad in very poor visibility. Hinaidi looked terribly muddy from the air, but we managed to land without trouble. I meant to spend three days at Baghdad, but these had to be extended to four on account of the mud which prevented us getting off on the 24th. On Christmas Day we left early, intending to lunch at Shaibah, and dine at Ahwaz. I had quite forgotten it was Christmas, and was somewhat astounded as we taxied up to the tarmac at Shaibah to find ourselves greeted by a large crowd of ladies, Turks, negro minstrels, etc. It took me some minutes to realise that the whole of the squadron was in fancy dress to celebrate Christmas Day. After a cheerful Christmas dinner, we started up the engine, but found her running very badly. After considerable inspection we discovered that the starboard magneto was defective, and had to set to work to put it right. It then became clear that we should not have sufficient daylight to reach Ahwaz, so we decided to stop the night at Shaibah; further, I had a brain wave that this would be a good opportunity to change our propeller which was still wobbling after the Rakka incident, and put on the new one which we were carrying under the fuselage.

Eighty-four squadron responded nobly, and, in spite of it being Christmas Day, they got the magneto right and the propeller changed before dark.

The next morning we startd for Ahwaz, but we found that the engine was vibrating very badly, and on reaching Basra we turned round and came back to Shaibah. For ten minutes every one crawled over the machine trying to find out what was wrong, and then suddenly we discovered that our precious new propeller, which we had brought out all the way with us,

was slightly split. Evidently during our many hours of flying in bad weather, the driving rain had saturated the fabric cover and got at the propeller tip.

So we had to settle down again and put our old propeller back. This again prevented our getting away, and we spent yet another night with the hospitable and cheerful No. 84 Squadron. We had been so much delayed that I decided not to waste time in visiting Ahwaz on our way out, but keep that for our return journey. On the morning of the 27th, therefore, we set out straight for Bushire; as we left we received the cheering intelligence that it was snowing in Baghdad. Again we had a strong head wind, heavy rain and terrible visibility. I do not think I have ever had a more unpleasant flight than that across the huge marshes which lie at the mouth of the Shatt-el-Arab. We could only see two or three hundred yards, and below us was a seemingly unending area of marsh and water channels, from which there would have been no hope of escape if we had had a forced landing. On reaching Bushire we found that the whole place was more or less under water, and we had to land some little way off the main aerodrome. We discovered that we had struck a record year, and that no one had known such a heavy rainfall in the Persian Gulf in the memory of man. It was also bitterly cold again.

Our departure the next morning was somewhat of an ordeal. Most of the British inhabitants came to see us off. There was biting cold wind, and Cobham and I had to spend a lot of time in carefully pacing out and reconnoitring the one dry spot in the neighbourhood. However, we made a very good get-off, and set out along the coast through heavy rain-storms. The bad weather lasted right on to Bunder Abbas. The country under these conditions looked gloomy and desolate to a degree; no inhabitants were visible, and every twenty miles or so there was a roaring torrent coming down from the mountains which completely stopped any form of lateral

communication along the coast, which would have rendered a forced landing somewhat unpleasant.

Bunder Abbas has a small and rather sandy aerodrome. The only European house in the place was that of the British Consul, with whom we stopped. The next morning was dead still and rather warm, and the result was that we had considerable difficulty in getting-off at all from the small aerodrome. We made two efforts; the soft sand clung to our wheels and the machine refused to come off. Fortunately, a breeze sprang up from the south, and, once we had this, all was well; but Bunder Abbas aerodrome is a place to be careful of. From Bunder Abbas to Chahbar took us three and three-quarter hours over a most interesting country. One gets the impression that at some time in the far-distant past the whole of Southern Persia was a sea of boiling mud, and that violent volcanic eruptions threw it into the extraordinary forms that it displays to-day. I have never seen such grotesque mountains in any part of the world, and in places they are wonderfully coloured, presumably from metal deposits. The inhabitants of this section are reported to be extremely treacherous, and very little under the control of the Persian Government. The weather again was very bad, and in places we could see very little. We followed the coast as far as Jask, the British wireless station, and, after passing that unattractive spot, we cut off some distance by flying twenty or thirty miles inland.

At Chahbar we found an excellent aerodrome, about the best on the whole route. Chahbar is a very small place, and the only European living there is the Superintendent of the Indo-European telegraph station, who very kindly accommodated us in his bungalow. From Chahbar on to Karachi the country is not quite so wild and rugged as that which we had already passed over. The flight took us four and a half hours, and towards the end we struck glorious sunshine and beautiful weather. At Karachi we landed on the Royal Air Force

aerodrome, and for the first time since leaving England I felt warm.

Here we decided that Cobham and Elliot should give the engine a top overhaul, whilst I took the boat to Bombay, where I had to see the local authorities, and then train on to Delhi, where Cobham would pick me up again. He actually, after remaining at Karachi for about a week, flew on and visited Jodhpur and Nazirabad, arriving at Delhi a couple of days after me. At Jodhpur he found an open space with a huge crowd round it and a band playing, and, just as he was about to land, somewhat amazed at so enthusiastic a welcome, he suddenly saw a pony gallop on to one angle of the open space, and he realised he was alighting in the middle of a polo match ! He stopped just in time, and found the real aerodrome. At Bombay I met Group Captain Fellowes and his airship experts, who had come out by ship.

As soon as we arrived at Delhi we had several meetings with the Indian Air Board, and I discovered that considerable importance was attached to the link between Calcutta and Rangoon. I therefore arranged to fly on to Rangoon ; and if it had not been for the fact that I was due home by the end of February, I would have pushed right on to Singapore.

Delhi was terribly cold, and I had a great deal of driving about in an open car to do. I began to feel very ill, and by the 10th was in considerable pain from what I thought must be rheumatism. On January 12 we flew on to Allahabad, having a look at Cawnpore on the way. On the 18th we arrived at Calcutta, *via* Benares, after a journey of six and a quarter hours. We landed on the racecourse and came to a stop within a few yards of the tree under which Jullerot and I had erected an old Bristol box kite at the end of 1910. We had a most enthusiastic reception, and, although I was very ill, I had to face up to a State dinner at Government House that night, and a meeting with the Chamber of Commerce the next morning ; after this I gave up and went sick, to discover that

I had pleurisy and pneumonia, the result of the cold I contracted in the Roumanian train, which had slowly got worse until the cold of Delhi drove it on to my lungs. I was taken reluctantly to hospital, where I stopped for just a fortnight; during this time Cobham took the opportunity of flying up over Sikkim towards Kungchensenga, and having a look at Everest from the distance. I knew that country well, and was most disappointed at not being able to have a look at it from the air. I managed to persuade the medical authorities to let me out of hospital on February 1, on the condition that I travelled as far as Rangoon by sea. The three days at sea proved a most excellent convalescence, and I was really feeling very fit by the time I got to Rangoon. Cobham arrived in Rangoon three days later, by which time I had practically done all my interviewing and investigations. He had to land on the old racecourse, a somewhat cramped area surrounded by trees and buildings. It was pretty obvious that we could not get off it with a full load, so we arranged for him to fly the machine light over to the new racecourse, where a run in one direction of about 500 yards was possible, and fill up there before our departure to Calcutta.

When we left Rangoon on February 8 it was already getting very hot. Sir Harcourt Butler, the Governor, and a good many other people came to see us off. The air was still, with very little lift. We had to carry a lot of petrol to make sure of getting to Akyab, and the surface of the new racecourse was none too good. Cobham flew the machine up light from the old racecourse, and then we had to set to work to fill her up with petrol in the blazing sun. By the time we were ready to start, the getting-off conditions were about as bad as they could be. However, we just screwed out over the rails and got away, flying unpleasantly close to the tree-tops for some distance. We struck straight across towards the sea, and, once clear of the flat valley of the Irrawaddy, we passed over the most beautiful jungle-covered hills I have ever seen anywhere. We

struck the coast near Gwa, and then turned north to Akyab. The scenery was magnificent, and, except for the crossing of the Taurus, I enjoyed this stage more than any other. At Akyab there was quite a good aerodrome, and also excellent sheltered water for the operation of seaplanes. We had glorious weather and a perfect full moon night, but one cannot judge Akyab by its behaviour during February; from June onwards till the end of the summer, I believe the rainfall is over 250 inches. The next day we passed over Chittagong and then west to Calcutta over the northern part of the Sunderabunds. After Chittagong, the flight was somewhat dull, but gave one a vivid impression of the enormous population and agricultural wealth of lower Bengal. Calcutta was now quite hot, and we came to the conclusion that it was not worth risking a take-off from the Maidan fully loaded. The machine was therefore flown light to Dum Dum, where there is quite a big, but very rough, aerodrome. We had a very interesting flight from Dum Dum on a compass course across the Bengal jungles and landed at Benares, where we had promised to visit the local Maharajah. The only possible landing-place was the garrison parade ground, which was surrounded by high trees, and, as a result, the next morning was the most exciting take-off of the whole trip. Fortunately for us, a good, strong bumpy wind was blowing from the west which lifted us over the trees considerably better than either of us had expected. We got off with only one and a half hours' petrol, and so we had to land at Allahabad to fill up in a very high wind and a dust storm. From there on to Jhansi we had a pretty bumpy passage. I had been quartered at Jhansi in the old days, and it was most interesting to fly over all my old pig-sticking and shooting haunts. We landed on Jhansi aerodrome, but found that the Maharajah of Datia, who lives about twenty miles to the north, had prepared a special ground for us, and was expecting us there; so we got off at once and landed just

outside the Palace at Datia before a huge crowd of local inhabitants, practically none of whom had ever seen an aeroplane before.

The indefatigable Cobham then proceeded to give joy-rides to various royal princes, members of government, etc.

The Maharajah was most hospitable. He wanted us to stay for as long as possible, and offered us shooting of every description. But time was flying, and my unfortunate illness had delayed us for practically a month; so we had to push on after one day off to look round the old city and palaces.

On our way to Delhi we flew over Gwalior and Agra, and landed at Bharatpur for lunch. In Delhi I had a final meeting with the Air Board, and bid farewell to Lord Reading and General Rawlinson—the latter, sad to say, for the last time.

Cobham wanted a couple of days to look round the engine before we faced our homeward journey, so he went straight on to the Aircraft Depôt at Karachi, where every form of expert and enthusiastic assistance was available.

Meanwhile, Air Vice-Marshal Ellington, a very old friend of mine, let me have a flying trip in D.H. 9 A's and Bristol Fighters around all the frontier stations. It was extraordinarily interesting to see from the air various places I had known twenty years earlier on the ground. Aviation is becoming a more and more important factor on the N.W. Frontier of India, and personally I believe it will not be very many years before its military administration becomes an Air Command.

On February 25 we started for home from Karachi in beautiful weather. We had hoped to get through to Bunder Abbas in one flight, but soon after starting we ran into a Shammal, or north-west wind, blowing strongly against us, with the result that, after seven and three-quarter hours' flying we were forced to land at Jask, because we had not time to reach Bunder Abbas by daylight. On the 26th we had an easy flight to Bushire, still against a head wind. On the 27th we

went to Ahwaz, where I had promised to visit the Anglo-Persian Oil Company's administrative headquarters. On the 28th we reached Baghdad, after three hours' flying against a strong head wind. Just as we reached the aerodrome, the wind swung round 180 degrees, with the result that Cobham, not realising what had happened, landed down wind, much to the amusement of the onlookers, but without any ill-effects. I spent one day clearing up matters in Bagdad, and on March 2 we set out for Damascus. To make sure of having enough petrol, in case we met further head winds, we landed to fill up at Ramadi. On leaving we took the wrong direction, and spent about three quarters of an hour looking for the track, eventually returning to Ramadi aerodrome in order to discover exactly where it was. Once found, it was perfectly easy to follow. At Rutbah Wells we left the track ploughed up for the use of the Air Force machines flying to Egypt, and followed those left by the Nairn Motor Transport Company direct from Damascus. They ran over a wonderfully flat bit of desert where we could have landed anywhere. There was not a sign of a hill or under feature, and, so far as land-marks went, we might just as well have been flying over the sea. Personally, I put in a good deal of sleep on the way across. About four hours after leaving Ramadi we began to see the Lebanon Mountains away to our right front, and eventually landed at Rayak, the French military aerodrome, which lies between Damascus and Beyrouth; here we received the usual warm and hospitable welcome which is typical of French aviation.

I had to stop one day in Beyrouth to interview General Sarrail, the High Commissioner of French Syria. On March 4 we had an easy flight and spent the night with our hospitable friends, the French Air Force at Aleppo. On the 5th we started early and had a perfectly glorious flight over the Taurus in beautiful weather at about 8,000 feet. It was extremely interesting, and somewhat alarming, to look down into the

ravines along which we had wriggled on our outward journey. We landed at Konia to pick up petrol and found that the Turks had everything absolutely ready for us, so that we got away in almost record time. We eventually landed at Constantinople, after a total of eight and a quarter hours in the air. The 6th I spent at Constantinople saying goodbye to various officials and talking about the possible future. On the 7th we flew to Belgrade over Sofia, a non-stop flight of six and three-quarter hours. The present Belgrade aerodrome is a long way out of the town, and, although we landed at three o'clock in the afternoon, I had to wait a long time for a boat to take me up the Danube, and eventually arrived at Belgrade at eight in the evening. Here I dined, and had to go to the annual Aero Club ball, which resulted in my getting to bed at about two o'clock. At five I was up again to catch an early boat down the Danube, in order to reach Budapest by lunch. The weather was still perfect. We spent about four hours at Budapest, and eventually arrived at Vienna just before dark. On the 9th we flew to Prague, and for the first time on the whole trip Cobham lost himself. Our compass had become inaccurate, as we had had no opportunity to swing it for some time, with the result that he flew down the wrong railway and, after about two hours' flying, we realised that we were lost. Eventually, we flew low to read the name of a railway station, and from that oriented ourselves and arrived in Prague just as a heavy snow-storm commenced all over the country to the south.

On the 10th and 11th it snowed heavily. We made an effort to get away each day, but on the 10th we ran into thick snow in the neighbourhood of Dresden, and were forced to turn back owing to the engine beginning to peter out through being suffocated with snow, and on the 11th we ran into impossible visibility, and had again to return. The morning of the 12th looked bad. Once more we made an effort to get away in the morning, but again we were driven back by thick

snow. In the afternoon the weather cleared a little, so we pushed off for Strasbourg. There was a strong north wind, bringing with it heavy snowstorms. At Nuremberg there was a good aerodrome, and we considered the wisdom of coming down for the night. However, it looked a little better in front and we were anxious to get on, and so, although we had no weather reports from the west, we decided to stick to it. As we approached Stuttgart the weather got worse and worse. Again we nearly turned back to Nuremberg, but a gleam of red towards the west tempted us to hold our course. Ten minutes later there was a black wall of snowstorm in front of us, and the snow had closed in behind us; after flying round a little, it became evident that we would have to land. We were over extremely bad country—a mass of hills and woods, with very few fields. After some inspection, Cobham selected a small field on the top of a hill, and with Elliot, I and the baggage all as far back in the cabin as we could get, to avoid the chance of standing on our nose, we made a very successful landing in snow and mud in a field from which we knew it was perfectly impossible to take off again. We were just in time, for the snow closed in almost at once, and darkness fell soon after.

The local German police knew all about our coming, and helped us in every way. Three big lorries turned up at different intervals during the following day, and with every one working with a will we had the machine dismantled, and transported fifty miles by road to Beblingen, near Stuttgart, by midnight. The weather was bitterly cold, and it was snowing most of the time. The next day, March 14, we got the dismantled machine into a shed and erected it. I cannot speak too highly of the prompt and efficient assistance we received from the German authorities. They thoroughly entered into the spirit of our desire to get to London with as little delay as possible and did everything in their power to get us into the air again quickly.

On the 15th, in the morning, snow stopped us getting away, but in the afternoon matters improved a little, and in very bad visibility we slipped over the Schwarzwald and reached Strasbourg in little over an hour's flying. The French Flying Corps at Strasbourg gave us every sort of assistance, and were much amused at the amount and variety of our baggage; they could hardly believe their eyes as we pulled out our suit cases and packages from the cabin. On the 16th the weather cleared and we had a delightful trip to Paris with a strong following wind in two and three-quarter hours, and on the 17th, three and a quarter hours found us at Croydon.

Thus ended our journey. I am afraid that its very lack of incident makes dull reading, but our chief object was to avoid incident and eliminate the spirit of adventure, and our sole desire was to accomplish the journey not as an aviation feat, but as a means of carrying out certain duties and negotiations. To sum up briefly: we covered about 18,000 miles in a little over three months of active work. We were absent from England for four months, but for more than three weeks of that I was incapacitated through sickness. During that time we did not have a single forced landing through a material defect, and only one forced landing to escape impossible weather. During the three months we travelled on only 53 days, and we totalled just over 200 hours in the air. In spite of unusually bad weather on our way out, from Bucharest onwards to Rangoon, and from Rangoon back to Prague, we were never once delayed in starting at our pre-arranged hours owing to weather, and only on two or three occasions were we late in arriving at our destination through meeting unexpectedly strong head winds.

In the appendix are given the actual cases of engine trouble which occurred, and it will be seen that the only items of any importance were water leaks; with an air-cooled engine these would be eliminated.

Generally speaking, the route between London and Rangoon is an extremely easy one for operation. The greatest bar to regularity in commercial flying to-day is the crossing of mountains; on the route followed *via* Berlin on the way out, the only two points at which mountains are crossed are the Taurus in the south of Anatolia and the northern spurs of the Lebanon in Syria. I believe, therefore, that an aeroplane service along this route will fly with extraordinary regularity. I had anticipated that the journey might be a difficult one in places. The nearer we came to our anticipated difficulties, the less serious they appeared. I have always maintained that travelling by air was the most comfortable form of progression, and I have returned from this journey more convinced of this fact than ever. We made several flights of over six hours non-stop, and on one occasion put in eight and a quarter hours during the day. On every occasion I have felt just as fresh, and indeed fresher, on arrival than when I had started. The comparative silence in the D.H. 50 was remarkable; Elliot and I could converse quite easily without the engine being throttled back. I was never actually either too hot or too cold whilst in the air, and when starting from the slush and snow of Europe or the intense heat of Rangoon, I was comfortable the moment we took-off and began to fly.

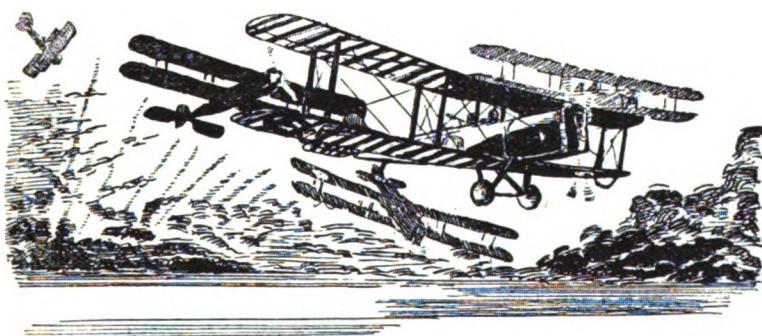
On a journey such as this one cannot afford to make mistakes, and great credit is due to Cobham for the extraordinary accuracy of all his landings and his good judgment in getting off from difficult places. Elliot probably had the hardest time of the crew, for his work began after the day's journey was over, and it was through his very close attention to the engine that we were able to avoid all forced landings through engine failure.

Personally, I enjoyed every minute of the flight. It was an extraordinarily interesting experience, and I hope that my duties will involve many other such journeys in the future.

APPENDIX.

LIST OF ENGINE DEFECTS WHICH OCCURRED.

DATE.	TIME RUN.	NATURE OF DEFECT.
	hrs. mins.	
23.11.24	9 30	Leak at No. 4 cylinder.
29.11.24	19 05	Armature bearing worn in starboard magneto.
8.12.24	30 20	Internal water leak at No. 2 cylinder.
20.12.24	47 10	Cylinder glands leaking in front block.
25.12.24	50 55	Defective starboard magneto.
27.1.25	100 40	Exhaust valve pocket cracked—No. 2.
18.2.25	150 05	Slight internal water leak at No. 5 cylinder.
26.2.25	157 00	Contact breaker spring broken port magneto.
16.3.25	208 20	Broken exhaust valve spring.



A REGIMENTAL HUNT IN INDIA

By LIEUTENANT W. H. BUCKLEY, *V./VI. Dragoons*

AN account of the doings of a Regimental Pack at Bangalore may perhaps be of interest to the readers of the CAVALRY JOURNAL, many of whom must have soldiered there. When the Inniskillings were at Mhow, before the war, the late Captain L. E. G. Oates imported a pack there, which was a great success. The climate of Bangalore being very much the same as that of Mhow and the surrounding country appearing to be very huntable the writer was encouraged to start a pack. We began with six couple of useful foxhounds, bought in the country in June, 1924, the Regiment having arrived from Egypt in January. They did so well that $2\frac{1}{2}$ couple were imported from England. These were given to the hunt by General Hickman, M.F.H. (The Albrighton), R. W. Kay, Esq., M.F.H. (The S. Notts), and I. Villiers Stuart, Esq., M.F.H. (The West Waterford). Later, $4\frac{1}{2}$ couple of very useful hounds were bought from the Madras Hunt, who had imported them in October. These, together with $3\frac{1}{2}$ couple of pups bred here and just entered, make the strength up to $16\frac{1}{2}$ couple.

Last season was more or less an experiment. It was not known how hounds would do here and, though many years ago 'Gordon's Horse' ran a pack in Bangalore, there was little information about the country from a hunting point of view.

Those who have been stationed here will remember that the country is either cornland, or waste open country covered with low scrub and grass which never gets very long: it is studded everywhere with small fir-woods (casurinas), is

undulating and not too hilly in the part hunted. Below the tanks, which are numerous, there are patches of paddy and sugar cane.

The part hunted is that which lies round the Hebbal Ranges on the north and all that which lies between the Old Madras Road running east down to the Bannrigatta Road running south, with the Dumkur-Whitefields, Surajapur, and Hosur Roads intersecting the country in between. The west side (Mysore Road) is too hilly. Hounds have done really well here all the year round. There seems to be no Tick Fever and no special precautions, such as gutters all round, have been taken in kennel. Hounds are only groomed and de-ticked every morning; except in March and April, they collect but few ticks. The kennels are a six-stall stable at the back of a bungalow in Brunton Road, opposite the Mess. The floors have been sloped and cemented. Charpoys made with hay wire, instead of cord bottoms, and covered with guinea bags are used instead of the usual benches, as it is found that hounds will use them even in the heat of the day when they would not use the benches, and this prevents them from becoming unsightly from rubbing the skin off their elbows, hocks, and hind quarters by lying on the floor. Incidentally, hounds appear to take no particular harm from lying on the cement in this country, as they would at home.

Hounds are fed chiefly on rice, which is bought from the R.A.S.C., and Ragi flour bought from the Bazaar. A pony and cart goes round the Squadron Messes and cook-houses daily to collect bones and meat scraps. The bones are broken and boiled for soup. The cart also calls at the Regimental meat contractors, who, for a few annas, supply tripe, lights and blood. Rice is cooked in the usual way, care being taken to strain off the water. The Ragi flour is cooked separately, but fed with the rice. Soup and meat are then added. Blood is only fed occasionally with the rice, having been first cooked into black puddings.

The Regimental vegetable contractor also supplies a cabbage each day, which is mixed with the porridge.

Horse flesh is obtained at varying intervals from the Veterinary Hospital, but is not fed as at home. It could in this country be fed only for one or two feeds, as it soon goes bad; also, if hounds get too much, it is liable to give them dysentery; so it is boiled, minced, and then made into biscuits, which keep indefinitely. By mixing one pound of flesh to two pounds of Ragi flour and then baking, excellent biscuits can be made.

Hunting can be continued all the year round, except in March and April, which are too hot. During January and February scent is very bad, owing to lack of rain and dew. The best months are May, June, July, September, October and November.

Beckford, in his 'Thoughts on Hunting,' says that the cross most likely to be of service to a foxhound is a bony, stout, tender-nosed beagle.

The pups bred here—two and a half couple entered last season and three and a half this—are by a very good country-bred foxhound out of an excellent beagle bitch. They are ugly, but very musical, fast, keen, line-hunting hounds, varying between 21 and 24 inches. They all entered at once and have never had a day's sickness.

The following are typical days :—

A meet at the ninth mile - stone, *Dumkur Road*, *November 9, 1924*, at 6 a.m., resulted in a run of just under forty minutes. Finding at once in a casurina just north of the road, hounds hunted slowly for about ten minutes, then, getting on better terms, fast to Whitefields across very nice open country. Turning right handed short of the big mango topes they crossed the Dumkur Road, over the end of the nearly empty tank, leaving Baligeri on their right, finally to lose him near Gungur. This was just over a three mile point.

January 15, 1925, Agram Plain.

Hunted a very twisting jack for an hour and fifteen minutes, mostly in sugar cane and casurinas. Hounds hunted really well, with a capital cry. Eventually he got into an impossible place and had to be left.

The season finished on February 29. Cubbing started again at the beginning of May and to date (May 15) hounds have killed two and a half brace.

February 23, 1925, Shinivagalu Village (Agram Plain).

Finding in a large sugar-cane patch, they rattled him round for about 15 minutes before getting him away, then crossed the Surajapur Road, where they checked. Casting themselves back over the road they hit off his line and ran fast to Katoyaloa, where they checked again. He now took them over the high ground across the Hosur Road down past Madival before he ran hounds out of scent on the high ground behind the village, after two and a half mile point.

May 11, 1925, Hebbal Cross Roads.

Finding in the casurinas below the butts, the pack divided, both lots killing their jack in about ten minutes. Both were full grown cubs.

Hounds were then taken on to the casurina below the Mysore Lancers Lines, which held a jack. Scent was good, but the going over the plough after rain the night before was very heavy. Near Vishamat village he turned left-handed down towards Hebbal tank and, getting a view, hounds 'rolled him over' in a ditch full of water. A very nice hunt of over thirty minutes.

After giving the second horses time to turn up, the large mango tope over the Hebbal Road and beyond the tank was tried and held a jack. He could not be persuaded to face the open and was left after about twenty minutes in covert.

Drawing the casurina covert near Bupsandra on the way

home they found again and after a few minutes in covert they took us at a great pace up towards the butts, across the danger zone, over the Hebbal Road, to Gangenhalli, where they checked and were stopped.

Bangalore is being given up as a cavalry station this trooping season. The Regiment is going to Risalpur, where the Royal Scots Greys have had a pack: it is intended to take the hounds there.

From a hunting point of view, having got things going here, we would have liked another season, but if we lose over our hunting we shall gain with our polo, as Bangalore is out of the way, with few tournaments within reach.

To sum up, the hounds have provided us with sport on non-polo days nearly all the year round at a very modest expenditure, especially for those who have not been so fortunate as to take a horse or two and their leave up at Ootacamund, the Shires of India.

Kenneling hounds in the compound is liable to make one unpopular with 'Sebastian Mello' neighbours of various colours, as is evident from the following :—

DEAR SIR,

I want to inform you that I cannot tolerate your dogs any longer. I believe last night one got loose and strayed into my compound and killed a valuable cat that I prized. They also keep us awake at night. I would like you to make sleep possible immediately.

Yours truly,

This was not answered in a 'Jorrockian' strain by the 'M.F.H. regretting that his hounds killed Mr. _____'s *waluable dung-ill-cat*,' as lawyers, especially the Indian variety, are to be avoided at all costs. Anyhow, we could not have killed the cat, as hounds cannot get out, but it all adds to the interest of life.

***ANECDOTES OF THE FOURTH REGIMENT OF
HORSE (7th DRAGOON GUARDS)***

By MAJOR R. W. W. GRIMSHAW

IN these days, when one frequently hears the elder generation pronounce anathemas over the younger on the score of the latter's Sybaritic tendencies and lack of stamina, it may interest some of our readers to peruse the following extract from a well-known Dublin journal, which was penned some hundred years ago.

Apart from its interest as demonstrating that exactly the same views were held by our great-grandparents of our grandparents at a time when Wellington's army was sweeping all before it, it further shows that the present-day tendency to grant more commissions to the ranks is also merely a repetition of history :—

SIR,—Taking a walk a few days ago towards the Phoenix Park, I had the good fortune to see a Cavalry Regiment marching out to a review on the Fifteen Acres, and, casting my eyes on the staff of officers in front, I was absolutely dazzled with the splendour of their attire, glowing with Gold lace.

Each seemed to me a representative of Plutus, the god of wealth, or of Mars, the god of war. Thinks I to myself, it is a pity that all this millinery and brocade should ever be exposed to the rude shocks of war—such finery belongs to the bandbox rather than to the tented field. I was tempted forthwith to consider that such plumage does not belong to the eagle or the falcon, but to the popinjay, the peacock and the cockatoo. But then I corrected myself, and assumed that these gallantries were only displayed in the piping times of peace—that these puppy youths were now reposing in the lap of their softer conquests, like Rinaldo in the gardens of Armida, or Achilles masquerading among the handmaidens of Deidamia. But still, I could not help contrasting these gay trappings with the regimental accoutrements of my five grand-uncles, whom, in my youth, I remember to have seen in the

full costume of the Ligonier Guards, and which said accoutrements are kept in great veneration by an old bachelor relative.

These old *spolia* have a different cut and character from the golden gauds that decorate our modern chivalry. Why, Sir, the iron helmet, crested with red horse-hair, would weigh down the head of one of our present striplings; whilst the basket-hilted ‘Andrea Ferrara’ would sprain the wrist of the modern pretty officer.

To be sure, my grandsons were not sons of noblemen, who chose the Army ‘pour passer le temps,’ but sons of Irish gentlemen who had nothing to give them but their swords, and thus sent them to win their way through the world, like true Irishmen, by fighting those whom they never saw before and cutting away, right and left, all before them.

They enlisted as privates in Lord Ligonier’s Regiment of Black Horse, and in that boasted assemblage of gentlemen, as their commander with pride termed them, they passed through the gradation of wounds and promotions, and shared fully in the dangers and hairbreadth escapes which entitled the only remaining one which came home alive, with his scull trepanned, to retire as a Major.

His Majesty’s Fourth Regiment of Horse, commanded by Sir John Ligonier, continued upon the Irish establishment from the conclusion of Queen Ann’s wars to the year 1742. This long period of thirty years naturally brought the corps to be almost entirely composed of Irishmen, as I do not recollect at any time more than two or three private men in it of any other country. A Regiment eminently distinguished at the revolution, and in the Queen’s wars under Marlborough, found no difficulty in recruiting. It was in general composed of the younger branches of ancient and respectable families, nor was it uncommon to give from twenty to thirty guineas for a trooper’s place.

In the summer of 1742 the Regiment was ordered for foreign service, and so very unexpectedly that the troop horses were taken up from grass and the clothing of the men was in the last month of the period for which it was to be worn; under these disadvantageous circumstances was the Regiment embarked for England, and upon their march for embarkation for Flanders was reviewed, without respite or preparation, at Hounslow by the King, in the centre between the Oxford Blues and Pembroke Horse, of nine troops each newly and completely appointed, and which had only marched from the neighbouring cantonments for that purpose. No wonder there was a manifest disparity in the appearance of the corps, the meagre horses of the Blacks being scarcely able to crawl under the rawboned, half-naked Hibernians who rode them. The old King, however, had discernment enough to appreciate the cause, and generosity to make the proper allowances; and, wishing to afford their dejected Colonel (who, no doubt, experienced a little uneasiness on the occasion) some consolation, he good-humouredly said, ‘Ligonier, your men have the air of soldiers, despite their clothes; their horses indeed look poorly; how is it?’ ‘Sir,’ replied he, ‘the men are Irish and gentlemen; the horses are *English*.’ The Regiment shortly afterwards embarked for Germany, and in the ensuing campaign, in June, 1743, were of the Brigade of English Cavalry at the battle of Dettingen.

The Army being surprised into action, and not having an opportunity of calling in their outposts, the regiment was but 180 strong in the field; after having sustained a heavy cannonade from three batteries for an hour and forty minutes, they charged the French *gendarmerie*, drawn up six deep to sustain the weight of the British horse. From the failure of the flank regiments of the brigade, of which the enemy promptly took advantage, the regiment was surrounded and overpowered, and forced to fight their way through the enemy, as the only means of preventing their total annihilation. In this charge the regiment had fifty-six men and six officers killed and wounded, making nearly one-third of the whole.

For the remainder of the campaign the Regiment did duty, but as one squadron. Many had hitherto been the taunts and snouches which the two English regiments had thrown at the Virgin Mary's Guards (for so the Blacks were termed for being mostly Roman Catholics); but from this period the tables were turned, and St. Patrick protected the honour of his countrymen. Having served in that engagement in the 33rd Regiment of Foot, I had fortunately the opportunity of preserving the life of a French nobleman, and having occasion to fall into the rear of the line in order to protect my prisoner, I came immediately behind the Blacks and then saw an old veteran corporal and half a dozen comrades, who had fought through the enemy and were literally covered with wounds; he addressed his companions with observing their wretched condition, that they had begun the day well, and hoped they would end it so, and collecting this small squadron of heroes they re-charged the thickest of the enemy and in a second of time not a man of the little band remained alive. Cornet Richardson, who carried a standard, received seven-and-thirty cuts and shots upon his body and through his clothes, besides many on the standard; and, being questioned how he managed to save the colours, he observed (like a true Hibernian) 'that if the wood of the standard had not been made of iron, it would have been cut off.' The Regiment being provided with new standards the following winter, each cornet was presented with the particular standard he had himself carried, as an honourable testimony of his good behaviour.

In 1745 the Regiment was at the battle of Fontenoy, and on that field there was not a man or horse wanting of their full complement. One man, indeed, had been left behind at Brussels, wounded in a duel; but there having been brought up to the regiment in a number of recruits one man more than was wanting, the general had ordered him to be kept at his own expense till a vacancy should happen, so that in reality the regiment was by one man more than complete in its number. In this action there was a trooper in this regiment, named Stephenson, whose horse had been shot early in the morning. The Regiment saw no more of him till the next evening, till he joined them at Ath. The men of his troop insisted that he should give an account of himself; that he was unworthy of the Regiment, and that he should not attempt to stay in the lines. Stephenson demanded a court-martial the next day. It sat; and the man, being questioned what he had to say in his justification, he produced Lieutenant Izard, of the Welsh Fusiliers, who declared that on the morning of the action the prisoner addressed him, told him that his horse had been killed, he requested to have the honour of

carrying a firelock under his command in the grenadiers, which was complied with ; that through the whole of that day's action he kept close by him, and he behaved with uncommon intrepidity and conduct, and was one of nine grenadiers that he brought off the field. Stephenson was restored to his troop with honour, and the next day the Duke presented him to a Lieutenantcy in the Regiment in which he had behaved so well.

I returned with the Regiment to Ireland in March, 1747. From the time of their leaving Ireland, there was never an instance of a man having deserted ; there never was a man or horse belonging to it taken by the enemy, nor a man tried by a general court-martial. There were but six men who died a natural death ; and there were *thirty-seven private men* promoted to commissions.



CAVALRY IN BUSH WARFARE

By CAPTAIN W. K. FRASER-TYTLER, M.C., *late*
12th Cavalry I.A.

THE last ten years have seen cavalry fighting in many queer places and in endless varied *rôles*, but it is doubtful whether any regiment found itself so curiously placed, or confronted with such novel conditions, as did the one regiment of Indian cavalry which took part in the operations in East Africa from September, 1917, to January, 1918. At that time the main German forces were distributed over a parallelogram bounded roughly on the north by the line Kilwa—Mahenge, and on the south by the Rovuma River; the whole country was covered with bush, varying from what was euphemistically termed, on the maps, ‘open parkland,’ *i.e.*, jungle where the view extended to two hundred yards in any direction, to ‘dense bush’ where ten yards was about the limit of vision; most of it was unexplored, and what maps there were were vague and faulty; there were belts of tetse fly area through which we had to pass, and which spelt certain death in three months to any horse or mule that entered them, and water was usually uncertain and always scarce. Into such a country, and confronting trained bush-fighters of three years’ experience was sent in September, 1917, a regiment of cavalry, the whole of whose previous training and experience had been on the bare hills of the north-west frontier of India. The regiment took no animals from India, and on arrival was handed out 600 South African horses and an equal number of mules. The former were ideal animals for Indian Cavalry, small, stocky

horses with plenty of breeding and wonderfully tractable, considering that they had never been in the ranks before; the latter were also a fine lot, and may have been, as the Remount Department affirmed, excellent at draft work; as pack animals their education had been sadly neglected. There was only a week in which to train them, and there were many other things to occupy the time; the result was that on the day the regiment marched out from Kilwa for the forward base, the advance guard left camp at 7 a.m. and the rear guard at 5 p.m. It was a remarkable scene; there were mules disappearing in all directions; the horizon was dotted with discarded kits, veterinary stores, helios, pioneer tools, and so on; and though later on, when we had come to realise comparative values, no one much cared if the signalling equipment vanished in the bush, so long as the ration mules stood firm, at the time the regiment appeared to be on the verge of disintegration. However, the rearguard picked up the pieces as it went along, and the regiment arrived comparatively intact at the first camp, and very soon, as grain got shorter and the tsetse began to make its presence felt, the transport gave no further trouble.

The first job to which the regiment was detailed, and really the main reason for its being in the country at all, was to carry out a raid on the German line of communications connecting his north-eastern force to his advanced base at Nangano. At the beginning of the autumn campaign of 1917 General van Deventer was opposed by three separate bodies of Germans in the Kilwa, Mahenge and Lindi areas respectively. Each of these, though fifty to a hundred miles apart, defended one of the three roads into the interior, the two northern forces converging on Nangano, whence a road ran through Ruponda to Masasi, which was reported to be the base of the southern force. It would have been a long and costly business to push each of these forces back along its direct line of retreat; big

outflanking movements with infantry were impossible in a waterless country; the only way to break down the German defensive scheme was to bring off a cavalry raid on the lines of communication at the same time as the infantry engaged the enemy in front. The weakness of the German strategy consisted in the fact that behind his fighting line lay this long, exposed, and practically undefended line of communication, along which were arranged, at intervals, big dumps of grain and supplies for the fighting troops collected from the surrounding country, and ready for them as they retired slowly from one water hole to another. If once these dumps were destroyed the enemy would be forced to retreat much more quickly than he had intended, or else clear out into the bush and leave the way clear for our advance.

And so our first job was to play havoc on the enemy line of communication for as long as our rations lasted, and then find our way back as best we might to the main body. With this laudable object in view we let the infantry get well engaged with the German force opposing them, and then started on our first experience of bush warfare with a thirty-mile night march to the nearest water holes, well in the rear and to the west of the German position. It has always been a mystery to the writer that we got there at all. It was a pitch dark night—no moon, no track, nothing but bush; the man in front was barely visible; if once touch were lost there was nothing to go by, and touch was frequently lost. However, we did get there some time in the middle of the following day, thanks chiefly to the excellent guidance of our intelligence officers. There were five of these latter attached to the regiment, and they nursed it through many difficult shows with their wonderful knowledge of the country, the language and, above all, of the ways of the Bosche. The transport officer, too, who was an East African settler, and was afterwards killed gallantly defending the camp at the Lukuledi Mission, was a perfect marvel at getting over difficulties. When we came to under-

stand his methods we left the entire business to him and he never failed us. Besides the pack mules he had three or four light Cape carts, drawn by six mules each, and very useful they were for taking along sick men and suchlike. No country was too stiff for them or bush too thick; they always fetched up somehow.

And so we reached the water holes of Mhumbira, a long, rather straggling line of thirsty men and animals, and got into camp as quickly as possible. We were well behind the enemy by then, and though there were no signs of him, he might turn up at any moment, and the question of what sort of camp to adopt with a view to a possible attack was a matter of some importance and a good deal of difficulty. It was as a matter of fact a problem which we never really solved: to begin with we laid out the usual perimeter pattern to which we were all accustomed; later on, when brigaded with a regiment of South African horse, who never laid out a camp at all but bedded down in groups wherever they happened to halt, we relaxed to a certain extent our exact alignment and perimeter; but really there was no solution to the difficulty. The South African pattern was all very well for men who could find their way in the bush, and who, in case of attack, would simply scatter and join up later on—in our case such a manœuvre would have been impossible. On the other hand, if a sudden attack had occurred on our camp, the result would probably have been disastrous, as there was no cover for the horses. Actually our best defence was the fact that when on a stunt the regiment never camped twice in the same place. It appeared on the line of communications, destroyed a dump and then vanished again into the bush, carrying on till nightfall covered its tracks, and leaving again next morning before daylight could enable a pursuing enemy to locate its position. It was a curious and rather demoralising experience for regular cavalry. We were too vulnerable and too precious, or rather our horses were, to be exposed to attack if it could be avoided;

our *rôle* was to destroy without being destroyed; our orders never to attack unless we were quite certain what we were in for, which was tantamount to an order never to attack at all, since it was practically impossible ever to tell, until one was well engaged, whether the enemy was merely a wandering patrol which would fire a few rounds and then disappear, or half-a-dozen companies with sufficient machine guns to annihilate the whole regiment in half an hour. Occasionally, of course, we did bump into it, and discovered a fact which usually saved the situation, namely, that the German askari, though a wonderful bushman and fighter, was a remarkably bad shot. It was said that the horses upset them; the sight of a horseman, a type of beast that the majority had never seen before in their lives, was too much for their nerves; they got excited and fired wildly. Whether that was the case or not it is impossible to tell; the fact remains that though the advance guard often rode into an ambush, it usually rode out again intact; occasionally the point's horse was killed, but hardly ever a man.

It must be remembered that the country was impossible for rapid cavalry action of any sort. A walk was the normal pace, single file the usual formation. On the march we moved with an elaborate screen in front, and half the regiment acting as flankers to the transport behind. So thick was the bush that our normal range of vision was rarely over a hundred yards, and usually less; rapid movement was out of the question, mounted action absurd. When in action the only thing to do was to get rid of the horses as quickly as possible, and as it was impossible to lead more than one horse in the bush, half the regiment was with the led horses. As a fighting force cavalry were not of much account in such a country, but as scouts and destroyers of enemy food, we had our uses.

Our first raid lasted just ten days, in which time the regiment covered 200 miles, killed or captured about half a dozen of the enemy, and destroyed upwards of 2,000 loads of

grain, meat and tobacco, representing practically all the supplies the enemy had collected on the line of the Mbemkuru River, the loss of which compelled him to retire a week later southwards, leaving the river road open for our main advance. The work of destroying dumps was not a difficult one, and there was a lot of quiet satisfaction to be obtained from giving one's horse a good feed on German grain, and then putting a match to the remainder; the chief difficulty was to find the dumps, which were usually hidden in the dense bush. The local natives, who were for the most part only too anxious to help us against the Hun, could usually tell us where they were; once located the rest was easy, as they were never guarded by more than two or three askaris, with occasionally a white man detached from the fighting forces to shoot game. At one place we captured 300 women, wives of the askaris, and a fine, buxom-looking lot, though with more beef than beauty, and sent them off to the base under a small guard. This was looked on as rather an important haul, as one of the methods employed by the Germans to keep their askaris in the field was to allow them to have their women with them, and it was thought that this capture would probably result in an increased number of desertions to our side. Whether it had the desired result or not I never discovered.

By the time we had finished our rations, burnt the last dump and worked our way back to the infantry, the latter had succeeded in defeating decisively the enemy force in front of them, and a few days later the road which we had raided was cleared for the advance of the main body.

From then till the end of October, a matter of three weeks, the cavalry had no rest. The enemy main body in the Kilwa area had been defeated and pushed aside, and the British main northern force, after leaving a small body to watch the remnants of the Germans who had taken up a position to the south of our line of advance, pushed on westwards along the Mbemkuru and then south to the water holes of Ruponda and

beyond them to the Lukuledi Mission. No very serious opposition was encountered till the force reached the latter place, which was defended by three companies of Germans, who put up a stout resistance, but were driven out by the evening when the mission buildings guarding the water were occupied by our infantry. During those three weeks the cavalry carried out a series of long reconnaissances, and brought in a good deal of information regarding enemy movements. We occasionally walked into an ambush, or met stray patrols wandering through the bush, with whom we exchanged a few shots, but had no serious fighting. But it was killing work for the horses. They rarely got enough to eat, and never enough to drink; one watering a day was the most we ever hoped for, and frequently they went thirty-six hours without seeing any. The fly, too, was beginning to tell: swellings under the belly, running at the eyes, and a rapid loss of condition were all signs that their days were nearly numbered. But the authorities knew what they were about. When they issued the horses at Kilwa they told us that the fly would kill them inside three months, and they were determined to get as much work as possible out of them in that time. And so they kept us at it—long, weary marches through the bush to find some distant track, cut the wire if there was one, glean what information we could from the state of the road or from friendly natives, perhaps exchange a few shots with a wandering patrol, and then disappear into the bush to bed down in the depths of some bamboo thicket and get back next morning as best we could to the main body. It was disheartening work for a cavalryman whose whole instinct and teaching had been to value his horse's life before everything; horses had to be ridden forty or fifty miles who ought never to have left camp, till they dropped dead in their tracks or staggered into camp so far gone that next morning they had to be shot where they lay or, worse still, had to be left dying for fear lest the sound of a shot should give away our whereabouts. And so we

gradually dwindled : the men on the whole kept fairly fit, but the horses died like flies.

At the Lukuledi Mission, which the regiment reached on October 20, we had our first and only experience of a real good bush scrap. The Germans had been driven out of the mission on the 19th, and had apparently disappeared ; our main body was camped on a ridge about a mile to the north of the mission buildings, and the latter, which were in a hollow by the water, were occupied by a regiment of the King's African Rifles. On the early morning of the 21st, as there was no news of the enemy, the cavalry were ordered out to reconnoitre ; the regiment passed through the K. A. R. camp, and was just entering the bush beyond the mission church when it bumped into the advance guard of what turned out to be a large force of the enemy under von Lettow himself, which was coming up to retake the water and the mission. There followed three or four hours of very hot fighting. After the first rush had died away, both sides got down to it with machine guns. We got rid of our horses as quickly as possible, and occupied a corner of the church on the right of the infantry line, where there was a certain amount of cover. The peculiar quality about bush fighting with machine guns is that, though cover from view is perfect, the bush itself provides no other cover of any description. The result was that frequently two opposing forces would be hammering away with machine guns at a distance of about 150 yards, quite invisible to each other, but, on the other hand, entirely exposed to the effect of each other's fire. On this occasion, however, the mission buildings and the church afforded us a certain amount of cover, and though in the course of the morning the enemy destroyed the latter with shell fire, the sting soon went out of his attack, and it died away altogether by midday. It is, however, a curious commentary on bush warfare to realise that in the evening of the 21st, when we were feverishly digging in round the mission buildings in the full and certain expectation of a

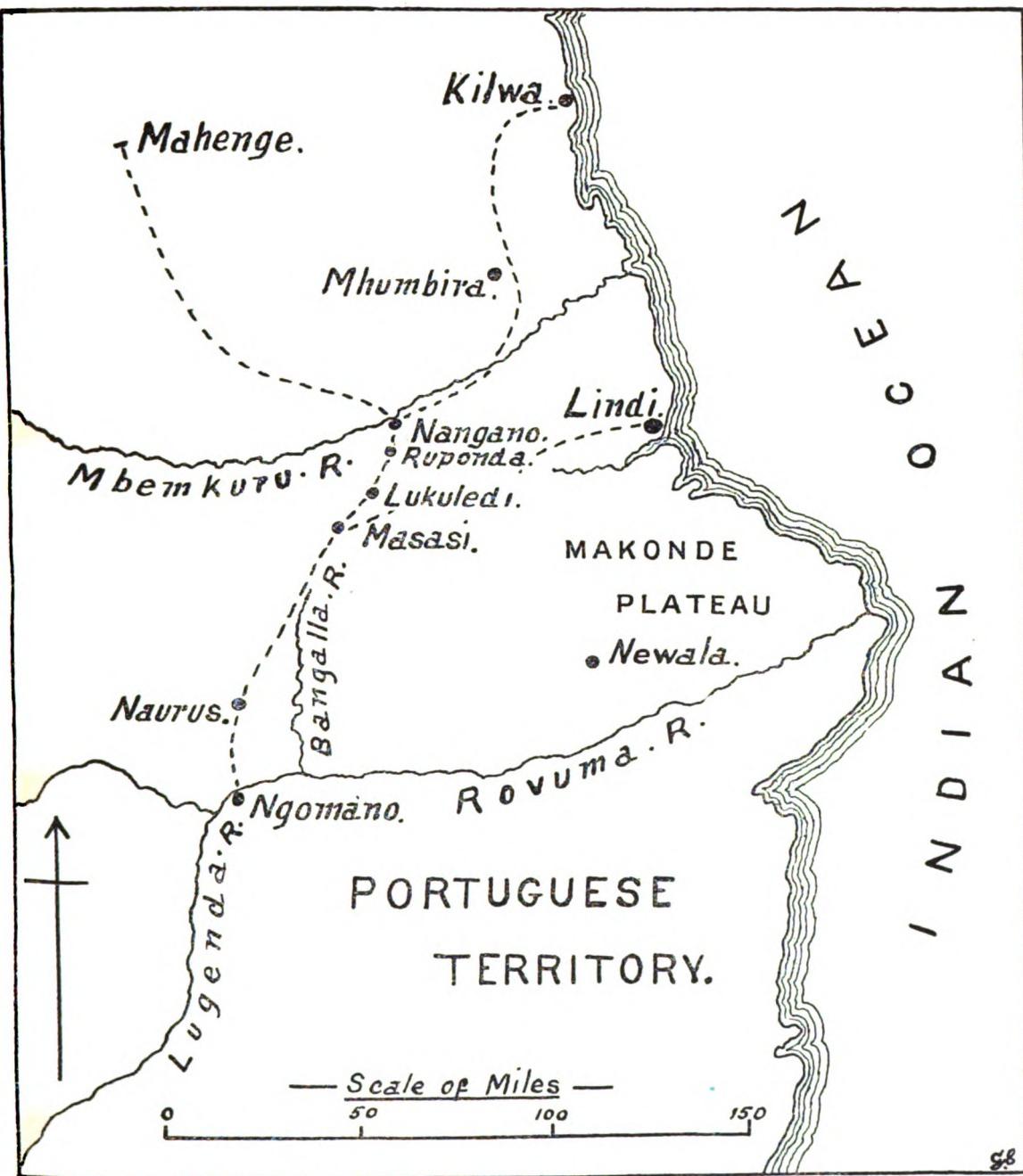
further attack that night or at dawn next day, the Germans, as we subsequently learnt from prisoners, were trekking with all speed, and in considerable disorder, back to their camp. To keep touch with an enemy in the bush was, of course, impossible, and it was not till next day that any definite information was received of the extent of the German losses.

After this affair we had about a week's halt, and then followed the last phase of the East African campaign in German territory. Very slowly the three infantry columns closed in on von Lettow's forces. Fighting a series of desperate rearguard actions and disputing every inch of the way, he was slowly forced on to the Makonde plateau, and on the night of November 18-19 was very nearly surrounded. But the encircling movement was not quite complete when, at the last moment, he slipped out with 1,500 of his best men and, passing through Newala, where he left his sick and wounded, trekked with all speed up the Rovuma river. During this time the cavalry had been kept below the plateau with the object of intercepting any break to the west. But when the break did come and they were sent in pursuit, it was too late. The three months' lease of life for our horses was almost up, and the fighting strength of the regiment was reduced to three officers, eighty-six rank and file, and one machine gun. The remainder of the regiment was dismounted. The South African Horse, who were with us, were in rather better plight, but between us we could hardly muster 400 mounted men. On November 25 the cavalry caught up the enemy rearguard at the Bangalla River, but he slipped away in the bush and made good his retreat before the Infantry came up. Next day von Lettow crossed the Rovuma, attacked and captured the Portuguese fort of Ngomano, and, having replenished his stores and rearmed his force, disappeared across the border.

On the same day as von Lettow fought the action of Ngomano, another German force of about 1,600 men, under Tafel, who was hurrying down from the Mahenge direction to

join him, lost itself and crossed our line behind the column. Fifty of the cavalry and a few hundred infantry, who had been sent back to clear up the situation, were heavily engaged with this force on the 26th; but the latter, after reaching the Rovuma, surrendered to us on the 28th, being completely destitute of food and ignorant of its whereabouts. The Cavalry column then moved across on to the main road leading from Ngomano to the north. So far as we were concerned, this was our expiring effort, as on the next day we were compelled to shoot fifty of the remaining horses, and so reduced our mounted strength to one troop. A few days later, however, the South African Horse got orders to return to the coast and to hand over to us all their horses and transport. We also got a fresh batch of remounts from the base, and were once more nearly up to strength.

Approximately, a squadron of the regiment was sent across the river to carry out a series of reconnaissances southwards into Portuguese East Africa to try and get news of von Lettow and watch his movements; the rest spent Christmas in our camp under the rock of Naurus. We were chiefly occupied at this time in trying to keep the horses alive and in improving the water supply. The water question was always a great difficulty: we had a pump, and Major Clifford Hill, D.S.O., our senior intelligence officer, had a perfect genius for keeping the supply going and conjuring from the bowels of the driest-looking earth a thick chocolate-coloured liquid which tasted of mud and smelt of fish; but even he, at times—as, for instance, when a fly-struck mule got loose one night and died in the drinking water—was hard put to it to keep things going. Occasionally, of course, the question of water, if it had not been so serious, would have been rather comic. Once in the early days when we had not got quite accustomed to the uncertainties of the supply, we marched for a spot marked optimistically on the map, ‘Elephants drink here.’ In our innocence we thought this should be good enough: a supply



sufficient to satisfy elephants would surely be enough for us. After twenty-five long, dry miles through the heat of the day we reached the spot, the dry bed of a river with never a sign of water save one little muddy pool under a rock. As someone gloomily remarked, ‘the elephants seem to have drunk the lot.’ However, our guide seemed cheerful enough; he insisted that there was water there, and so while half the regiment got into camp, off-saddled and dug trenches, the other half repaired to the river bed, armed with shovels and entrenching tools, and scraped away hopefully at the dry sand. And there, sure enough, was the water, plenty of it, only a foot or two below the surface, and very soon we had enough to give every animal a good drink without fear of running short. We weren’t always as fortunate as this; often the water was many feet below the surface, and before we got the pump it was a weary job hauling it up in canvas buckets, enough to water over a thousand animals. But things got better as we moved southwards towards the river, and when, just after Christmas, we marched down on to the Rovuma itself we had all we wanted.

Meanwhile the detachments across the river had been carrying out a series of long reconnaissances to the south, far into Portuguese territory. On two occasions small officers’ patrols did over 200 miles through the bush in their efforts to get into touch with von Lettow’s force. They never actually came up with him, but they brought in much useful information of a negative description, supplied corrections to the very inaccurate existing maps, and cleared up the situation to the extent of proving that von Lettow had at that time no intention of recrossing the Rovuma, and that no German forces remained anywhere near the river.

By the beginning of January the rains began in earnest, the river soon began to rise, and changed from a placid stream a few hundred yards broad to a swirling mass of water over a mile across. It was obvious that von Lettow couldn’t get back if he wished, and so the patrols were recalled. The last

one crossed only just in time, as the flying bridge was strained to its limit, and several of the weaker horses were swept away by the stream. A few days later we started off on our march back to the coast, and sailed at the end of February for India, after an experience which was unique in its way, and though extraordinarily unpleasant at times, was not altogether unprofitable.



REGIMENTAL ITEMS OF INTEREST**PERIOD—MAY 1, 1925, TO JULY 31, 1925*****5th/6th Dragoons, Bangalore, India***

THREE teams were entered for the Maharajah of Mysore's Polo Cup, one of which won the Subsidiary Tournament held in conjunction with this.

At the Bangalore Horse Show, held on July 10 and 11, the following were successful :—

String of three ponies in hand	1st. Lieut.-Colonel C. R. Terrot, D.S.O. Highly Commended. Captain J. M. Graham, M.C.
English Polo Ponies (open) ...	2nd. Lieut.-Colonel C. R. Terrot, D.S.O.
Country Bred Polo Ponies ...	1st. Second Lieut. F. P. B. Sangster.
Open Jumping (Officers) ...	2nd. Lieutenant J. P. S. Kitching.
" (Other ranks)	3rd. Second Lieutenant R. P. Harding.
	2nd. S.S.M. (R.I.) Gough.

At the Sports of the 12th Field Brigade, Royal Artillery, held on July 23, the following were successful :—

Open Jumping (Officers) ...	2nd. Lieutenant J. H. Anstice.
" (Other Ranks)	1st. S.S.M. Trimble.
	2nd. S.S.M. (R.I.) Gough.
Section tent-pegging (open)	1st. H.Q. Sqdn. team.
	2nd. 'I' Sqdn. team.
	3rd. 'B' Sqdn. team.
440 yards (open)	1st. Trooper Baker.

Mr. Buckley's hounds have killed five and a half brace of Jack, and have provided some really good sport.

The Regimental Cricket Team has played ten matches, winning nine.

11th Hussars, Risalpur, India

The regiment won the following Matches :—

Army Rifle Association Matches, 1924.

<i>The Queen Victoria Trophy</i>	...	The A.R.A. Large Silver Medal.
<i>The King George Cup (Officers)</i>	...	The Challenge Cup, the A.R.A. Large Silver Medal, eight A.R.A. Small Silver Medals and £6.
<i>The Royal Irish Cup (Sergeants)</i>		The Challenge Cup, the A.R.A. Large Silver Medal, nine A.R.A. Small Silver Medals and £4.
<i>The Squadron Shield ('B' Sqdn.)</i>	...	The Challenge Shield, the A.R.A. Large Silver Medal, seventeen A.R.A. Small Silver Medals and £3.
<i>2nd ('H.Q.' Wing)</i>	...	The A.R.A. Large Bronze Medal, nine A.R.A. Small Bronze Medals and £3.
<i>The Eastern Command Cup (‘A’ Squadron)</i>	...	Two A.R.A. Medium Silver Medals.
Sergeants and above.		
<i>The Eastern Command Cup (‘B’ Squadron)</i>	...	The Challenge Cup, two A.R.A. Medium Silver Medals.
Corporals and Troopers.		
<i>18th Hussars Cup (2nd)</i>	...	The A.R.A. Large Bronze Medal.
<i>The Duke of Connaught Cup (3rd)</i>		£2.
<i>Individual Revolver Cup</i>	...	3rd. Lieutenant T. G. Upton, D.C.M. (A.R.A. Bronze Medal and £2). 8th. Sergeant E. A. Jones. (£1). 9th. Lance-Corporal F. Watson. (£1). 15th. Sergeant H. Leakey. (£1). 19th. Lieutenant R. A. G. Bingley. (10s.). 25th. F.Q.M.S. Cahill, D.C.M. (10s.).

The Regiment leave Risalpur on October 21, 1925, having handed over to 5th/6th Dragoons, and proceed to Karachi.

There they will remain until December 30, when they embark on S.S. ‘Neuralia’ for the U.K.

11th P.A.V.O. Cavalry, Rawalpindi, India

For the year 1924–25 the Regimental signallers were grouped with seven other Indian Cavalry Regiments as ‘highly efficient.’

No order of merit was published this year.

Captain J. P. Dening went Home to play for the Army team against the American Army team.

He captained the team in both matches.

18th K.E.O. Cavalry, Quetta, India

All Squadrons completed one month's training in Camps at Hindubagh, Peshin and Chaman.

'B' Squadron was 3rd in the O'Moore Creagh Cup (Hotchkiss) in the Army Rifle Association Competitions (India) for 1924-25.

The Regiment gave an Illuminated Musical Ride and a Night Tent-Pegging Exhibition at the Baluchistan District Torchlight Tattoo, held on 21st July at Quetta.

20th Lancers, Delhi, India

Having spent two years in Loralai, all ranks welcomed the orders received to move to Delhi. The regiment marched out of Loralai during the first week in February and entrained at Ghazi Ghat three weeks later.

Various officers have been prominent with the Delhi Tent Club and it is hoped that more will be in evidence next season. Owing to the lamented death of Lord Rawlinson those who had entered found it impossible to be present at the Kadir Cup Meeting.

The regiment sent a team to Rawal Pindi in April to compete for the Football Trophy open to Indian units. We lost to the 2nd/10th Gurkhas, whom we had beaten in Quetta eighteen months before, by the only goal scored.

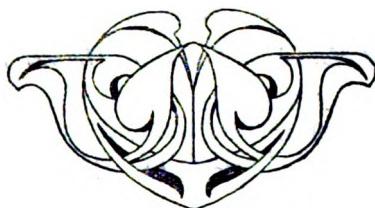
Calcutta Light Horse, Calcutta

Some excellent sports were held on August 14th. The C.L.H. are always to the fore where sport is concerned and the form in the various events was well up to the high standard that the regiment has always maintained.

The section tent-pegging was won by the 14th Scinde Horse from the 2nd Police Troop and the Permanent Staff of the Light Horse.

E Troop put up a fine performance in winning both the Inter-troop jumping and tent-pegging, and Captain Leatham of the 11th Hussars, who is now Adjutant, did a clean round in the open jumping.

A large number of spectators attended the sports, at the conclusion of which the prizes were presented by the Countess of Lytton.



NOTES

His Majesty the King has been graciously pleased to approve of additional battle honours for the Bedfordshire Yeomanry, Essex Yeomanry, The Leicestershire Yeomanry, and The North Somerset Yeomanry.

The lists for these regiments published in the April, 1924, and April, 1925, numbers of the *Journal* are cancelled and the following substituted :—

THE GREAT WAR*Bedfordshire Yeomanry (Lancers).*

‘ SOMME, 1916, ’18,’ ‘ FLERS-COURCELETTE,’ ‘ CAMBRAI, 1917, ’18,’ ‘ AMIENS,’ ‘ ALBERT, 1918,’ ‘ HINDENBURG LINE,’ ‘ ST. QUENTIN CANAL,’ ‘ BEAUREVOIR,’ ‘ PURSUIT TO MONS,’ ‘ FRANCE AND FLANDERS, 1915–18.’

Essex Yeomanry (Dragoons).

‘ YPRES, 1915,’ ‘ St. Julien,’ ‘ FREZENBERG,’ ‘ LOOS,’ ‘ ARRAS, 1917,’ ‘ Scarpe, 1917,’ ‘ SOMME, 1918,’ ‘ AMIENS,’ ‘ Albert, 1918,’ ‘ HINDENBURG LINE,’ ‘ ST. QUENTIN CANAL,’ ‘ Beaurevoir,’ ‘ Cambrai, 1918,’ ‘ PURSUIT TO MONS,’ ‘ FRANCE AND FLANDERS, 1914–18.’

The Leicestershire Yeomanry (Prince Albert’s Own) (Hussars).

‘ YPRES, 1914, ’15,’ ‘ ST. JULIEN,’ ‘ FREZENBERG,’ ‘ ARRAS, 1917,’ ‘ SCARPE, 1917,’ ‘ AMIENS,’ ‘ HINDENBURG LINE,’ ‘ CANAL DU NORD,’ ‘ PURSUIT TO MONS,’ ‘ FRANCE AND FLANDERS, 1914–18.’

The North Somerset Yeomanry (Dragoons).

‘ YPRES, 1914, ’15,’ ‘ FREZENBERG,’ ‘ LOOS,’ ‘ ARRAS, 1917,’ ‘ SCARPE, 1917,’ ‘ AMIENS,’ ‘ HINDENBURG LINE,’ ‘ Beaurevoir,’ ‘ CAMBRAI, 1918,’ ‘ PURSUIT TO MONS,’ ‘ FRANCE AND FLANDERS, 1914–18.’

HOME MAGAZINES

The Editor acknowledges with thanks the receipt of the following journals :

TITLE.	DATE.
<i>Faugh a Ballagh (R. Irish Fus. Regt. Journal)</i>	July, 1925.
<i>Artists Rifles Journal</i>	July, 1925.
<i>The Ypres Times</i>	July, 1925.
<i>Journal of the R.A.M.C.</i>	July, August and September, 1925.
<i>Royal Tank Corps Journal</i>	July, August and September, 1925.
<i>The Royal Engineers' Journal</i>	September, 1925.
<i>The R.A.S.C. Quarterly</i>	July, 1925.
<i>The White Lancer</i>	July, 1925.
<i>The Veterinary Journal</i>	July and August, 1925.
<i>The Gunner</i>	August, 1925.
<i>The Fighting Forces</i>	September, 1925.

VISIT OF EARL HAIG TO CALGARY, CANADA

In the course of his recent visit to Canada in connection with the British Empire Service League, Field Marshal Earl Haig spent two days in Calgary, Alberta.

Arriving on the morning of 9th July, the Field Marshal was met at the station by representatives of the various ex-soldier organisations, together with the Mayor and other leading citizens. A mounted escort was furnished by Lord Strathcona's Horse (Royal Canadians).

Having received and replied to a civic address of welcome from the Mayor of Calgary, Earl Haig drove through a portion of the city *en route* to Sarcee Camp, which lies about three miles outside the city limits. The reception accorded to the former Commander-in-Chief clearly demonstrated the admiration and popularity which he has so deservedly gained among all classes. The welcome extended to him by the people of Calgary exceeded that given to any distinguished visitor within living memory, the only exception being possibly H.R.H. the Prince of Wales.

On arrival at Sarcee Camp, the Field Marshal inspected a Guard of Honour furnished by Lord Strathcona's Horse (Royal Canadians) and later lunched with the Officers of that Regiment.

Returning to Calgary, His Lordship rode from his hotel to the Stampede, an annual institution for which Calgary is renowned throughout the West. Here the afternoon was spent witnessing bucking contests, wild steer riding, calf roping, wild horse racing and other sports of a similar nature.

In the evening the Field Marshal attended a gathering of ex-Service men and later was present at a ball, given in his honour by the Great War Veterans Association.

On the morning of the 10th His Lordship rode about the streets of Calgary viewing the cowboys and Indians. The latter invested His Lordship as an Indian Chief, naming him Bull Head, after the most famous warrior of the Sercee Tribe. The Field Marshal entered most heartily into the western spirit pervading Calgary at this season, and was to be seen in the streets wearing a large cowboy hat, and gaily coloured handkerchief around his neck.

At mid-day, the Field Marshal was the guest at a luncheon given by the Alberta Military Institute, an organisation of past and present officers of all branches of the Services.

In replying to the toast of his health, Earl Haig impressed upon his hearers that the day of cavalry is by no means passed; rather have modern inventions and improvements in armament rendered mobility of even greater importance than formerly. His Lordship appeared greatly impressed with the horsemanship and the popularity of the horse, which are so obvious in this region, and urged his audience to do all in their power to foster the cavalry spirit and to continue to produce both men and horses suitable for the mounted branches.

During the afternoon the Field Marshal again attended the Stampede, and later left by train for Banff, the well-known resort in the Rocky Mountains.

In view of the fact that the affiliation of Lord Strathcona's Horse (Royal Canadians) with the 17th/21st Lancers has been approved by His Majesty, the visit of the Colonel of the latter Regiment was naturally regarded by the former as a very special occasion, and although conditions in a training camp left much to be desired, the feeling of comradeship between the two Regiments was much in evidence. His Lordship brought with him a letter from Lieut.-Colonel T. P. Melville, D.S.O., which he read out in the course of a short speech after lunch in the Strathcona's mess, the contents of which were greatly appreciated by his hearers.

MEMORIAL CHAPEL IN FLANDERS

The Editor has received the following letter :—

' FIELD-MARSHAL THE EARL OF YPRES died on the 22nd of May, and the sorrow and gratitude which found expression then make us confident that an appeal for a National Memorial to be erected to his memory would meet with a ready response.

' It appears to us that the late Field-Marshall's own ideas and wishes should be our guide as far as possible as to the form the Memorial should take. There seems to be a clear indication of this in the speech he made at Ypres last year on the 4th of August, the tenth anniversary of the opening of hostilities.

' He referred then to one pious and patriotic work that remained to be done, in that there was no English Church for the many pilgrims that came from Home and Overseas to visit the places where our dead soldiers have been laid to rest.

' In this speech he showed his great solicitude for the welfare of relatives and descendants of the fallen.

' What better place could be chosen in which to set up his Memorial than the ancient town of Ypres, which by his foresight, his strategy, and his dogged resolution he saved ?

' For the Memorial to be a national one it is essential all should be able to join, and we propose the erection of an Army Chapel to which all can go irrespective of Denomination.

' The authorities at Ypres have generously offered us a site on the ramparts close to the Lille Gate. The site is ideal from every point. It is easy of access to visitors, and it has the further advantage of being close to the famous Rampart Cemetery, and though the cost of the foundations will be heavy owing to the subsidence caused by shell-fire, etc., the position is so good that every effort should be made to utilise it.

'With our Memorial to the Missing (in which 60,000 names are being inscribed) at the Menin Gate, and the Memorial to our great Field-Marshal Commander-in-Chief at the Lille Gate, future generations will be made to realise the importance of the town of Ypres and the Ypres Salient, where a quarter of a million of their forefathers gave their lives for King and Country.

'We have deemed it expedient to submit the above scheme to the Archbishop of Canterbury, and his reply to Lord Plumer seems to sum up the matter so admirably that we, with his permission, publish his reply *in extenso*:

'"The draft you have prepared for the appeal on August 4th commends itself to me as being pointed and effective. There is appropriateness in connecting the scheme with the name of Lord Ypres, who made vigorous appeal for our commemorating in this way the heroes of the Ypres Salient in the Great War."

'"This military association further makes it fitting that the Church when erected should have the character belonging to our Garrison Churches, including its being available under proper regulations for use by different denominations, if such use is desired."

'"It is possible that this may not commend itself to all our friends, but to me it seems suitable and right. I trust that your appeal may be abundantly successful."

'Cheques can be paid direct to the Ypres Memorial Church Fund at Lloyds Bank, 6, Pall Mall, London, S.W.1, or to the Honorary Secretary, Colonel F. G. Poole, 9, Baker Street, London.

'PLUMER, *F.M.*

'W. P. PULTENEY,

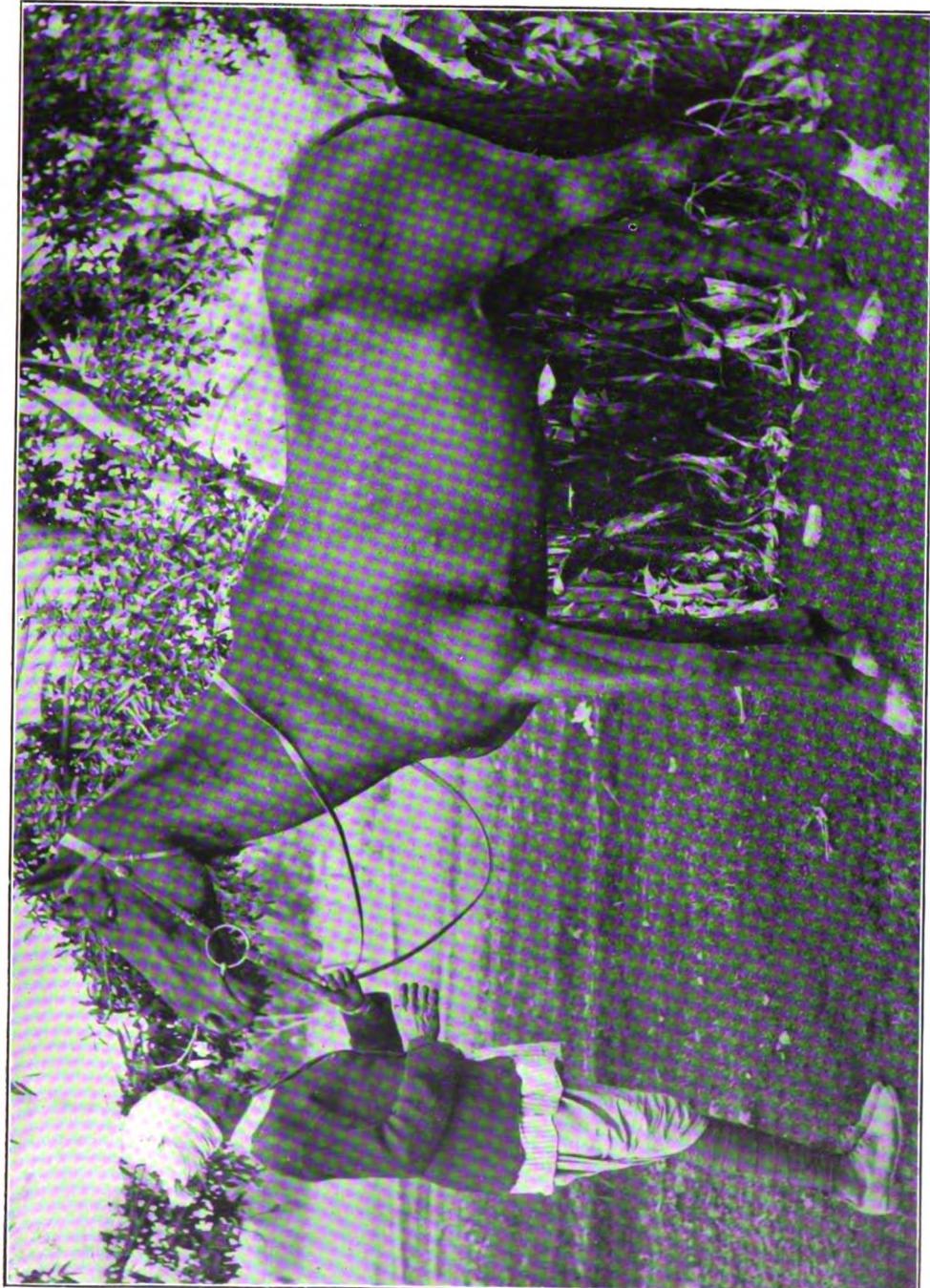
'*Lieut.-General.*'

A GOOD HORSE

The accompanying photograph represents a chestnut Australian gelding, aged officially 16 years but actually 22, purchased in Calcutta as an Indian Cavalry remount for Rs. 300/- or £20 in 1908.

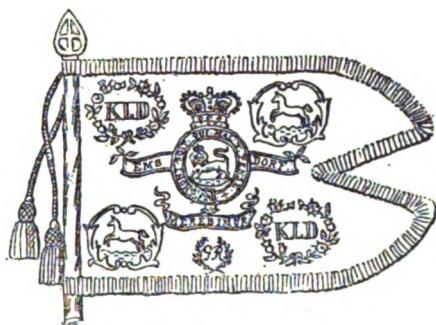
This horse was allotted to and trained by a young Sikh sowar, who exercised his right of protesting to the Colonel in Durbar when it was ordered that the horse should be transferred to an Indian officer about to go to the Cavalry School at Saugor. The Indian Officer said he must have a good horse and proposed compensating the sowar. To this the Colonel agreed.

The Indian Officer in question won two races, a point-to-point and a 'chase, on the horse during the first course of



eight months. The horse again went to Saugor for a further eight months before the War and repeated the course after the War. His age in the horse roll looked bad, so the squadron deducted six years by a stroke of the pen, insisting that 1908 was originally wrongly entered as the year of foaling instead of the year of purchase. Age sets lightly on good horses, so he did another six years before coming up for casting for age at the end of 1924.

He has been cast, but it is not certain that this gallant horse would not work for some years to come. His legs are clean and he is still a good ride, without ever having known the sick lines.



DOMINION AND FOREIGN MAGAZINES

THE United States *Cavalry Journal* for July begins with a biographical sketch of the late Major-General James H. Wilson, 'one of the greatest cavalry leaders of the Civil War' and author of, amongst other books, the admirable 'Life of John A. Rawlins.' There is an account of a visit to our Remount Depôt, Melton Mowbray, where, one reads with pride, 'all the animals were most friendly'; there are notes on 'What every Horseman should know,' in which it is stated that there are between twenty-five and twenty-six million horses and mules in the United States, and there is a particularly interesting note on 'The First Sergeant'—the 'most important enlisted man in the Army.' There appears to be an idea abroad that the typical 'First Sergeant' should be 'a hard-boiled, hard-fisted, hard-hearted boss like the bucko mate of the sailing ship of a past generation.' Not so; although he should be 'able to man-handle a drunk when necessary,' what is really required of him is tact, sobriety and loyalty. 'A tactful First Sergeant is a great help to a shavetail lieutenant.' Capt. W. B. Bradford writes on 'Cavalry Armoured Cars, Filling the Gap at Amiens, March, 1918,' there are also articles on 'Horse Feeds and the Forage Ration' and 'The Legal Status of the National Guard,' and there is a pathetic little poem by Minna Irving called 'The Empty Saddle.' There are several portraits and not the least interesting is that of Nifty, who, though of obscure, indeed unknown, parentage, is devoted to polo. Notwithstanding his advanced age (twenty-seven) he is still 'a first string polo pony.'

The *Revue de Cavalerie* for May-June begins with a brief appreciation of the late Colonel Fleury, who succeeded the well-known writer, Charles Malo, as its editor in 1911, and who carried on so successfully the spirited Malo tradition. General Rampont contributes 'Extracts from an Instructor's Notebook.' In the section headed 'Reflect before you act' he remarks 'il faut que la caboche de tous les chefs travaille' and I admit that I had to look up *caboche* in the dictionary. Those who, not knowing its meaning, do the same, will agree that this is a remarkably sound *obiter dictum*. His notes, which are to be continued, contain a number of 'situations' and specimens of the orders for which these situations call. Colonel Flavigny writes on the Manœuvres of the French Cavalry Division at Wahn, south-east of Cologne, 14th-24th September, 1924—this also is to be continued. Commandant Larcher writes on Cavalry at Ctesiphon, a battle which the Turks call Selman Pak, from a Mahomedan saint whose remains lie buried there. The Turkish commander, Nur-ed-Din, who, we are told, had seen almost uninterrupted campaigning since 1896, was not particularly well served by his cavalry. Indeed, the Achiret Division (Indigènes Volontaires) in spite of the prestige of its leader, Mehmed Fazil Pasha, could only be employed on 'raids offrant l'appât du pillage.' 'How like,' as the Duchess of Plaza Toro would say, 'a band of Indigenous Volunteers!' Commandant Larcher thinks that had the Turkish cavalry been more efficient the battle would not have been a draw but a disaster to the British. Captain Schlesser, who writes on Aircraft and Cavalry, quotes a happy remark of General Weygand's 'le mariage avion-cavalerie est devenu le plus admirable instrument de reconnaissance,' but he qualifies it by adding 'cette heureuse union n'a pas encore hélas! produit ses fruits et, à vrai dire, nous en sommes toujours à l'ère, charmante sans doute, mais un peu longue, des fiançailles.' In the July-August number the articles by General Rampont and Colonel Flavigny are brought to an

end. There is a very interesting article on the centenary of the Ecole d'Application de Cavalerie at Saumur, which appears to have been from the earliest times as 'horsey' a place as Newmarket, as the home, of course, not of racing, but equitation. In 1828, the Duchesse de Berry presided over its first *carrousel*, which, it is not necessary to explain, does not mean 'carousal,' but 'tournament.' In May, 1922, the School was honoured with a well-deserved 'citation.' There are two articles dealing with the European War on, respectively, the night of 21st–22nd August, 1914, and the Second Battle of the Marne, July, 1918. M. Louis Mercier contributes another of his interesting studies, this time on Arab horsemanship. It is curious to read that true Arabs prefer the camel to the horse as a mount, for interesting and powerful reasons which are set out, but which it is not necessary to specify here. M. Mercier says that it is the Mameluks, not the Arabs, who should have the credit of having codified the rules of what is wrongly known as Arab horsemanship.

The most important article in the April number of *La Guerra y su Preparación* is one by Captain Count de Llovera on Mountain Warfare. This is based on articles on this subject which have appeared recently in the Italian military press. It is pointed out that it is curious that Italy, in spite of its Alps, has produced no outstanding work on this, which is probably due to the fact that most Italian campaigns have been fought out in the valley of the Po. General Avilés writes on Field Fortification and there is an article, happily entitled 'The Ghost of Sertorius,' reprinted from the April number of the *Memorial de Caballería*, dealing briefly with the methods of war of this Roman general. It is odd how one allusion will lead one to another. Being rather vague as to the merits of Sertorius I looked him up in Plutarch and the first thing almost that I find about him in the pages of that pleasant old gossip is that 'his conduct with respect to women was preferable to that of Philip.' Perhaps this

allusion may lead those curious in such matters, and anxious to acquire knowledge, to investigate Philip's life. Let us hope they may not be disappointed. This number also contains a note of a new book, 'La Producción Caballar in España,' by Colonel Garcia de la Concha, which should be of interest to readers of the CAVALRY JOURNAL. The May number has a translation, with elucidatory notes, of an article by a Swiss officer, Colonel Repond, on Baylen. This battle ended in the well-known convention which threw Napoleon into one of the biggest paroxysms of rage that he ever displayed. Those who are interested in the Gentle Art of Violent Abuse should look up 'Préceptes et Jugements de Napoléon' and read what he had to say about General Dupont. Stage-managers might be proud of it. Commandant Lucas de Torre writes on the lessons that were learnt from the Franco-German and other wars; there is an anonymous article on Railways and Railway Troops and some useful notes on Aviation in Italy and Japan.

The *Memorial de Caballeria* for June consists of a number of rather short articles on gymnastics, Arab horsemanship (illustrated with diverting plates), horse-breeding in Spain and the Spanish and French Cavalry in Morocco. This last, which is of a historical nature, is to be continued and should prove of interest, especially at present. In an account of the spring race-meeting at Madrid it is interesting to see amongst the horses entered a well-known English turf name, though wrongly spelt, in *Captain Matchell*. *Byllicock* also seems of English origin, while there is certainly no doubt about *Go and Win*, *Spanish Flu* and *Brownie*. These English names cannot be the trouble to Spanish bookmakers that some foreign names have been to their English *confrères*. The ring translated Lord Randolph Churchill's *L'Abbesse de Jouarre* into *Abscess on the Jaw*, and has been known on occasion feebly to point to a race-card or list and say 'That one.' Unspirited. The July number has a thoughtful article on the relations between Officers and Men. It says wisely 'the idea that all men are

equal is Utopian.' In another service our Captain Rees, of H.M.S. 'Mantlepiece,' was brought to realise how foolish such views are. The article on Spanish horse-breeding is brought to an end and there are the usual valuable notes on foreign armies.

La Cooperazione delle Armi for May can not be said to err on the side of liveliness. 'Knave of Spades' finishes his article on Woods and Forests; and a possible fusion between infantry and field artillery officers, a subject which has already been ventilated in this review, is discussed at some length. As such a fusion is about as likely to take place in the British Army as the formation of a Regiment of Horse Marines, the discussion is not of any very great importance to us. (It would, by the way, be of interest if the Society of Army Historical Research, which is doing such splendid work in throwing a light, sometimes a *siccum lumen*, on the misty and murky military past, could tell us, by comparative Cost Accounting, if, in the early eighties of the last century, as stated in the famous ditty, an exclusive diet of corn and beans for his charger would really have 'far exceeded the means of a Captain in the Army.' If not, somebody owes an apology to the alleged prodigal Captain Jinks of the H.M.) There are also articles on Machine Gun Fire, on the Use of Divisional Artillery, on Smoke and Artificial Clouds and on Alpine Troops. These last two are particularly interesting. One notes with interest that in a notice of a recent number of the *Journal of the Royal United Service Institution*, Colonel J. F. C. Fuller is described as 'uno dei migliori scrittori di arte militare dell'esercito inglese.' The June number contains another article on the 'fusion' mentioned above. This article begins 'Truth is on its way': one cannot help remarking that it seems a long, long way, almost as long as from Somewhere in France to Tipperary. There is a curious article 'The Arm of the Various Arms' which comes to the conclusion that cavalry cannot do without horses, artillery without projectiles, engineers without mines,

the Tank Corps without tanks and so on. ‘Who deniges of it?’ The most interesting article from a cavalry point of view is ‘Two Cases of the Employment of our [the Italian] Cavalry during the late War,’ one dealing with the retreat in the autumn of 1917, the other with the fighting on the Monticano line at the end of October, 1918. In the account of these latter operations the Northumberland Yeomanry and the Durham Light Infantry receive honourable mention. There is also a translation of one of the tactical problems in Colonel Brandt’s ‘Gefechtsaufgaben für Kavallerie.’

Alere Flammam for April has an account of the Battle of Rivoli, 14–15 January, 1797, being an extract from a forthcoming book by General Grazioli, and articles on Defence of a Mountain Frontier, the Unchanging Factor in the Art of War, and the Evolution of Roads and their Problem To-day. This last, by Major Degiani, is very good reading. It is very gratifying to find in it the name McAdam honourably mentioned, together with that of Augustus Cæsar, though perhaps a Scotchman might ask ‘Why drag in Augustus?’ There are some interesting facts about French roads in the eighteenth century, in the middle of which, walking along the only road connecting Provence and Languedoc, you would meet on an average not more than 13 persons a day. What a Paradise! So little given were the French to travelling at this date that in 1749 Louis XV took the Pompadour and his Home Secretary (who must have felt terribly *de trop*) to ‘see the ocean for the first time in their lives.’ In a useful note on Horse Supply in Italy we are told that that country imports between 25,000 and 35,000 horses yearly. The most interesting item in the May number is the reprint of a lecture by Col. Maravigna on Ugo Foscolo, Carlo de Cristoforis and Luigi Russo. These three, who may all be described in the convenient modern jargon as ‘highbrows,’ were military writers and also saw service. Foscolo, the poet, who was lionised in London in 1816, was almost as curious a soldier as ‘Silas Tomkyn Comberbache’.

who, enlisting in the 15th Dragoons in December, 1798, spent his leisure in writing Latin inscriptions (not unseemly ones, I trust) upon walls, which must have amazed his regiment pretty considerably. But Foscolo, unlike S. T. Coleridge, saw service. He was, in fact, wounded when fighting against the Austrians and in a truly military-poetical spirit consoled himself in his convalescence with the 'caldi sospiri della bellissima Minelli.' 'And,' as Plato probably often remarked to Socrates, 'very nice too.' He had the odd idiosyncrasy of perpetually demanding promotion, and was probably a better poet than soldier. I quoted some details about de Cristoforis in a recent number of the CAVALRY JOURNAL. Luigi Russo, who fought in the late war, is the distinguished author of 'Vita e morale militare.' The remarkable thing about these three literary soldiers is that they all came to the conclusion *militare est necesse*. 'Highbrows' nearer home might take a lesson from them.

The *Vojenske Rozhledy* or Czechoslovakian Military Review for May and June, 1925, contains articles on the wheat resources of the nation, the battle of the Marne, artillery fire, frontiers and their protection, the fighting against the Bolsheviks in Slovakia in June, 1919, and notes on progress in foreign armies.

The *Schweizerische Vierteljahrsschrift für Kriegswissenschaft*, Part 2, 1925, begins with a brief biographical sketch of the late Colonel Karl Egli, who wrote many excellent works, chiefly on the Swiss Army. The 'Crisis of the Marne,' by Lieutenant-Colonel Bircher, is continued, as are Colonel Lebaud's delightful 'Impressions de Guerre.' This latest section covers the period from August 23 to September 3, 1914, and deals with the actions at Marville, Stenay and Beauclair-Halles. The Colonel's reflections are very pleasant and to the point: 'Quelles drôles de bataille ! Nous sommes loin du type classique appris dans les livres !' He hears for the first time on August 25 the slang word 'marmite,' grumbles that the German troops' uniform was invisible and is very

sarcastic about 'les beautés de l'administration.' At Melun he sees for the first time two English officers and approaches them with 'amicable demonstrations.' The senior waives him aside 'd'un geste flegmatique' (good old British phlegm !) until he has done his business and then turns with 'Maintenant, Messieurs, je suis à vous.' After all, British phlegm and French vivacity make an admirable mixture. Major O. Welsch contributes the first part of a series of articles on Cavalry in Palestine.

The *Canadian Defence Quarterly*, in its editorial, gives us biographical sketches of two distinguished Canadian soldiers who have died recently—Major-General Sir E. Morrison, who commanded the artillery of the Second Canadian Division during the war, and Colonel G. T. Denison, the talented author of 'Modern Cavalry' and 'A History of Cavalry from the Earliest Times.' Colonel Anderson writes on Qualifying for Promotion in the Permanent Force, a 'Company Commander' contributes a vivid account of the Canadian Scottish at Festubert and Major W. A. Steel is responsible for an important article on the Work of the Royal Canadian Corps of Signals in the Field of Radio Communication in Canada. An interesting historical article is that by Major D. T. McManus on 'Braddock's Campaign and its Lessons': this is based on the account given by the Hon. J. W. Fortescue, in Vol. 2 of his History, which, in its turn, was largely based on Parkman's 'Montcalm and Wolfe.' There is a long review of that admirable regimental record 'The Prince of Wales's Leinster Regiment,' by Colonel F. E. Whitton, and a curious account of the First March of the North-west Mounted Police, a force which was first organised to deal with 'gangs of desperate vile whisky-smugglers and horse-thieves' in what the Cinema calls 'the great open spaces where men are he-men.' There is a very entertaining article by G. Ramaut on The Field Service Regulations as a Guide to Authorship. But Mr. Ramaut is guilty of one vile heresy. 'Dickens's characters

seem somewhat stationery and rather long-drawn-out and tedious when compared with the present day vigorous novel.' The writer of this should be excommunicated from all libraries until he has repented. Or—though I hesitate to recommend so vindictive and cruel a punishment—let him be condemned to six months' hard labour in reading and re-reading all the novels of the late Miss Blankety Blank. One of the pleasantest things in this excellent number is a review by E. L. M. B. on Sir F. Maurice's 'Robert E. Lee.' The reviewer says, and justly, 'it is difficult to write military history that can be read without tears and sweat which is still sufficiently detailed to be useful to the student.'

F. J. H.



RECENT PUBLICATIONS

‘**Saggi di Scienza Militare per Uso degli Studenti Universitari.**’
E. Schioppo, Turin. 15 lire.

THIS volume consists of a series of lectures by Instructors at the Scuola di Guerra, delivered before the Royal University and the Royal School of Engineering, Turin. They are ten in number: four deal with transport, and the other six have for their subjects discipline, military training, war in the history of the last hundred years, the evolution of the means of war during the nineteenth century, tactical lessons from the European War, and the development of aviation during the War. Colonel Maravigna’s lecture on ‘War in the History of the last Hundred Years’ is of particular interest. He casts an eye back to ancient history and points out that it was not always in Greek and Roman warfare the big battalions that won. In more modern times Turenne, Condé, Catinat, Prince Eugène, Montecuccoli, all won victories with forces inferior in number to the enemy. He also reminds us—one is apt to forget it—that the percentages of casualties to total strength are always diminishing. The 75 per cent. in the wars of antiquity sank to 23 in the eighteenth century, 19 in the Napoleonic wars, 12 in 1866 and 1870, and 6 in the Russo-Japanese war. That is to say, as arms become more deadly the percentage of casualties diminishes—paradoxical but apparently true. Colonel Maravigna has a happy phrase ‘War has its grammar and it must be learnt;’ but just as a good knowledge of English grammar will not make one a Milton, or even a Martin Tupper (thank Heaven !), so something more than book-knowledge

is necessary to make a great general. There are some interesting statistics also in Colonel Scala's 'Evolution of the Means of War.' In 1870-71 the German gunners fired 817,000 projectiles; the Japanese in the Russo-Japanese War, 954,000; and the French in June, 1915, in the course of 24 hours only at Arras, 300,000. Colonel Trezzani, in his 'Tactical Lessons from the European War' makes some remarks that will not please the mechanicalisers. The tank (briefly known, by the way, in Germany when first it came into being, as the *Schützen-grabenvernichtungautomobil*) is 'uno strumento a fortissima usura, grande vulnerabilità e di lenta ricostituzione.' Which is calculated to make any self-respecting tank snort with indignation. These lectures were the result of a happy thought on the part of General Liuzzi, Commandant of the Scuola di Guerra, and everybody interested in military matters should be grateful to him.

F. J. H.

'British Light Infantry in the 18th Century,' by Colonel J. F. C. Fuller, D.S.O. Hutchinson. 10s. 6d.

THIS latest book of Colonel Fuller's lacks somewhat in the peculiar interest attached to his 'Sir John Moore's System of Training'; nevertheless, it is an interesting study and very well worth the reading. The author traces the evolution of tactics and brings into prominent relief the close association between disciplinary and tactical methods. We are brought from the period of brutality to that of humanity, and, finally, are urged to turn our minds to an impending period of 'intellectuality.'

Whether we agree with Colonel Fuller's opinion or not we must admit his ability to make us think and that we suspect to be his main object.

F. H. S.

SPORTING NOTES

RACING

Ascot

PREVIOUS to the meeting fears were expressed that hard going would seriously affect the size of the fields.

Those whose racing experience extends over a number of years can remember the horses galloping up the straight mile followed by a cloud of dust, but, thanks to care and a lavish expenditure, a wonderful improvement has been effected, and this year there was little to complain of on the score of hard ground.

The performances of the classic horses are always watched with particular interest at Ascot. At one time it was hoped that the three-year-olds of this season would prove to be of a higher class than we have seen lately, but this hope was not borne out by their performances. Cross Bow was defeated by Zambo after a somewhat scrambling finish in the St. James's Palace Stakes, Warminster (in receipt of 12 lbs.) just got home from the swerving Zionist in the Prince of Wales's Stakes, and Manna signally failed to concede 10 lbs. to Solario in the Ascot Derby. At the bend the Derby winner looked as though he could go to the front at any time, but the hill found him out, as it has done many another doubtful stayer, and he was passed by both Solario and Sparus.

On the other hand, Saucy Sue, giving 21 lbs. to Inca and 14 lbs. to Firouze Mahal, was cantering in front before two furlongs had been covered in the Coronation Stakes, and won as she pleased.

One wonders how they would have betted had she and Pretty Polly been foaled in the same year. It would certainly not have been odds on the latter.

The events confined to two-year-olds brought out some very promising youngsters. Everyone was delighted to see His Majesty win the Queen Mary Stakes with Aloysia, a very nice filly by Lemberg out of Vervaine; and other winners were Colorado (the Coventry Stakes), Buckler (the New Stakes), and Nothing Venture (the Windsor Castle Stakes). The start for this race was a farce. We were standing close to the gate and not one of the many

present had any idea that it was a start. Three or four horses on the right dashed forward and the jockeys on the left stood still, sharing the general impression that the tapes had been broken, and remained there until waved on by the starter.

The Gold Cup was won by Santorb after a good race with Salmon Trout and St. Germans. There was a disposition to blame Carslake for his tactics both here and in the Alexandria Stakes, but it is very easy to be wise after the event. In each case the horse faltered when asked to come out and win his race. Both times Carslake got his mount balanced and was beaten by a narrow margin.

A well-known sporting writer compared his effort in one race at the meeting to that of a brilliant slip fieldsman who saves a boundary by getting his hand to a ball that no one else would have touched, and is then blamed by the crowd for dropping a catch.

The Eclipse Stakes

This valuable race was won for the second year in succession by Mr. S. B. Joel's Polypontes.

There were nine three-year-olds amongst the field, including the disappointing Cross Bow; but the only one to make any impression on the winner was Zambo, who put in a strong finish and was only beaten by a neck.

It is to be feared that the three-year-old colts are all moderate unless Picaroon proves himself the horse that he is believed to be.

Goodwood

The racing was not of a particularly high class, and the meeting does not seem popular with owners. This can hardly be wondered at. It is an expensive meeting to send horses to, the stakes are not exceptionally good, and, in races like the Prince of Wales's Stakes of 200 sov. each, and the Gratwickie Stakes of 100 sov. each, it is impossible for any but the richest owners to compete.

Saucy Sue lent distinction to the meeting and gave us another brilliant exhibition, and Diomedes made Prompt, in receipt of 15 lbs., look like a commoner; but with the exception of these two and possibly Coronach, the class of the younger horses was moderate.

The results of the bigger races were not satisfactory. In the Stewards Cup there was so much bunching in the centre that the chances of several fancied horses were wiped out.

The Goodwood Stakes was run in heavy rain and a thick mist. The start was not signalled, and when Diapason suddenly appeared with Fox already beginning to pull up, some of the bookmakers were still betting on the race.

The Cup was run at a slow pace. There were only five starters, but before the straight was reached Plack struck into the heels of one of the leaders and fell. Just as Carslake on Charley's Mount was beginning his run he was bumped by Alness and knocked towards the rails, where he remained pocketed behind Cloudbank until the race was over.

Mr. S. B. Joel won four races at the meeting, and for this he was largely indebted to Wragg, who is riding with conspicuous dash and confidence.

Doncaster

It is not often that one sees a race like the Champagne Stakes. So many owners appear to be afraid of getting a promising two-year-old beaten that it is a real treat when all the best are brought out to oppose one another. Here we had Coronach, an easy winner at Goodwood; Apple Sammy, winner of the July Stakes; Swift and Sure, Lex, Review Order and Buckler, all with strong claims to be regarded as high class two-year-olds. At Goodwood many good judges stated that in their opinion Coronach was the best youngster that had appeared this year, and in this case their judgment was confirmed, as Lord Woolavington's chestnut got smartly away and, making all the running, won by 2 lengths from Apple Sammy and Review Order. The winner is by Hurry On—Wet Kiss and it will take an exceptionally smart one to beat him.

Sir J. Rutherford's Solario, a brown colt by Gainsborough—Sun Worship, won the St. Leger from Zambo and Warden of the Marshes.

Manna, as an easy winner of the 2,000 gs. and the Derby, was favourite up to the day of the race; but as soon as betting opened on the course Solario, who had defeated him at Ascot when in receipt of 10 lbs., was well backed, and the two eventually started joint favourites.

The race was run in heavy rain, which prevented a clear view. As far as could be seen, however, Manna jumped off in front and made the running from St. Becan, Picaroon, Roidore, Warminster and Zambo. At the end of 3 furlongs Manna was still in front, with Solario drawing up. Soon afterwards Manna began to drop back, and when six furlongs had been traversed Childs took Solario to the front, and, never being seriously threatened, won by 3 lengths. Picaroon was fourth.

POLO

International Army Polo

THE result of the first match between the American Army Polo Team and our own was a distinct disappointment. The form displayed by the two teams in their preliminary practice games had given every indication of a British victory. Everything possible had been done to ensure success. The Selection Committee, consisting of Colonel-Commandants Harman and Wickham and Lieut.-Colonel Blakiston-Houston had taken the greatest trouble and care to select the best team available, and after a series of games

at Tidworth in March, generally played in wind and rain, made their decision which met with general approval, and stuck to it, with the notable exception of Major Lockett, whom they had chosen as captain of the side, but who subsequently, owing to ill-health, was unable to produce his correct form; and whose place was eventually taken by Major Boles.

Both sides included young players, but whereas the Americans had the same No. 1 and 'back' as played against us in 1923, we had no one of previous International experience.

The first game was not a really good one; for some reason or other the ball was continually going out, and there was practically no prolonged struggle with ponies going 'all out' from start to finish, nor was there any really exciting play. After the first two or three minutes it was evident that, barring miracles, the Americans would win. They had trained themselves and their ponies for this particular effort in exactly the same way as a trainer does or tries to do with a racehorse. They had 'nursed' the few really high-class ponies in their previous games, and none of them were sore or stale, as undoubtedly some of ours were. Consequently they were better mounted, and, as all polo players realise, this is nine-tenths of the business and goes a long way towards explaining the defeat. Only two of our ponies appeared able to hold their own—Selby McCreery's 'Dark Night' and 'Nell,' the property of Major Lockett and ridden by Captain Dening. With regard to the actual play, the American four, with their advantage in ponies and months of spade work in the winter in Florida, played like a team; not only this, each individual player hit harder and with more accuracy than his corresponding number on the other side. The British side, tackled for the first time by a better-mounted combination, lost their team work: there was no cohesion between the attack and defence; our No. 3 and back were constantly riding about in each other's pockets, with the result that they did not feed their forwards properly, and these latter kept coming back to try and get the ball themselves—there was no connecting link between the forwards and backs.

The Americans won by 8 goals to 4, and the score rather flatters, than otherwise, the English team.

The second match was a very different proposition. Played under Arctic conditions and in a steady drizzle, it produced a really good struggle, except in the opening period, in which the home side was pressed from start to finish, and in which the Americans were very unlucky in not scoring more than the two goals they got. After this, however, it was anybody's game, and considering the number of chances the Americans threw away—their shooting, especially No. 1's, was terribly inaccurate—the home side was given every chance of victory; but they, too, failed to take advantage of their opportunities, and missed—in addition to several shots which should have scored—two free hits for dangerous fouls which, under ordinary circumstances, should have been certain goals. But they played much more like a team than in the first match—their ponies seemed to hold their own, and they marked their men better. Moreover, they played with more confidence, and 'nerves' were not so apparent as in the Saturday's game. Captain Dening had a nasty accident in the middle of the fifth chukka, and his place was taken by Major

Lockett. It is always difficult to come into a match—especially at a very critical moment, as this was—but Major Lockett was equal to the occasion, and it is quite safe to say that Captain Dening's accident in no way affected the final result, which was a victory for the American Army by 6 goals to 4.

It will be universally acknowledged that the best side won—a great personal triumph for Major Beard. This officer had been captain of the team in word and deed. All the organisation, horsemastership, etc., etc., has been done by him; he has sat and suffered whilst his side were being hammered at practice by better mounted opponents. Against the advice of many of the American Army he included two comparatively young players, who more than justified his selection. He was entirely responsible for bringing his men and ponies to the post fit to play and gallop for their lives. To every detail of saddlery and bitting he gave his personal attention. His team was not at its best either immediately before or immediately after the Test matches, but on 'The Day' it would have taken a very good team to beat them, and they thoroughly deserved their victory.

The Inter-Regimental

The following are the results of the various matches :—

FIRST ROUND.

14th/20th Hussars

beat

10th Royal Hussars.

Captain J. D. L. de Wend-Fenton.
Captain R. W. Sparrow.
Lieut.-Colonel F. B. Hurndall.
Captain F. P. Macintyre.

11 goals.

Major G. E. Gosling.
Mr. C. B. Harvey.
Lieut.-Colonel Malise Graham.
Captain I. D. Guthrie.

1 goal.

Royal Artillery

beat

13th/18th Hussars.

Lieut.-Colonel H. O. Hutchison.
Lieut.-Colonel E. Corbould-Warren.
Mr. J. C. Campbell.
Major E. H. Pease-Watkin.

7 goals. •

Major S. V. Kennedy.
Mr. J. H. Hirsch.
Captain C. H. Miller.
Mr. W. W. N. Davies.

4 goals.

Royal Horse Artillery

beat

1st Royal Dragoons.

Lieut.-Colonel V. M. C. Napier.
Mr. A. L. Cameron.
Mr. R. A. Wyreley-Birch.
Mr. C. G. Nicholson.

7 goals.

Mr. R. B. Moseley.
Major F. W. Wilson Fitzgerald.
Major E. W. T. Miles.
Capt. A. S. Casey.

3 goals.

K.D.G.s

beat

Life Guards.

Captain J. P. Moreton.
Major E. W. Sprot.
Major R. S. Spurrier.
Major H. S. Hatfield.

7 goals.

Mr. R. A. F. Thorp.
Captain J. E. M. Bradish-Ellames.
Captain Hon. A. M. A. Baillie.
Mr. R. C. H. Jenkinson.

4 goals.

SECOND ROUND.

<i>17th/21st Lancers</i>	beat	<i>Royal Horse Artillery.</i>
Mr. R. B. Cooke. Mr. H. C. Walford. Major V. N. Lockett. Major D. C. Boles.		
13 goals.		3 goals.
<i>12th Royal Lancers</i>	beat	<i>3rd/6th Dragoon Guards.</i>
Mr. H. C. Russell. Captain R. L. McCreery. Mr. W. S. McCreery. Captain J. de Pret.		Lieut.-Colonel G. A. Sanford. Captain W. T. Gill. Captain P. L. Vincent. Captain J. A. Paton.
12 goals.		3 goals.
<i>14th/20th Hussars</i>	beat	<i>Royal Horse Guards.</i>
		Mr. F. G. W. Jackson. Mr. H. R. Broughton. Mr. H. Abel Smith. Mr. D. B. Daly.
7 goals.		2 goals.
<i>Royal Artillery</i>	beat	<i>K.D.G.s.</i>
4 goals.		3 goals.

SEMI-FINALS.

Played at Hurlingham on July 8th—

<i>17th/21st Lancers</i>	beat	<i>12th Royal Lancers.</i>
11 goals.		4 goals.

For the first three chukkas the 12th held their opponents well, and at half time the 17th/21st only led by 3 goals to 2.

Gradually, however, the superior class of the latter began to tell and they drew steadily ahead, to win by the comfortable margin of 7 goals. It was a good and fast game.

<i>14th/20th Hussars</i>	beat	<i>Royal Artillery.</i>
8 goals.		2 goals.

The Gunners seemed scarcely as good as they were last year when in the final they decidedly hustled up the winners. The 14th/20th always had a bit in hand, and eventually won comfortably.

FINAL.		
<i>17th/21st Lancers</i>	beat	<i>14th/20th Hussars.</i>
7 goals.		2 goals.

The 14th/20th are a sound, well-drilled regimental team, admirably led by their Commanding Officer, but they were scarcely a match for the 17th/21st. The latter had two outstanding players at three and back, and a brace of clean-hitting, hard-riding young forwards. In addition, they took the field with the recollection of five successive victories to give them added confidence.

The last factor seemed to affect their play from the commencement as they jumped into their stride the moment the ball was thrown in and scored three goals before their opponents had time to settle down. The losers, however, never got rattled, and held on well, the final margin being much less than might have been expected after such a disastrous start.

Colonel Hurndall, to whom the regiment owes so much, played a fine game, but they could hardly expect to beat a team that could afford to lose the assistance of a player of the class of Colonel Melvill.

We heartily congratulate the winners on their sixth successive victory.

The following notes on Our Younger Polo Players of 1925 have been kindly sent to us by a correspondent :—

The Subalterns' tournament at Ranelagh was distinctly encouraging. The keenness and the riding were, it is true, better than the hitting. In this respect the three regiments quartered at Tidworth are obviously much better than those stationed at Aldershot. Presumably there are better facilities for practice at Tidworth than elsewhere.

The 17th/21st Lancers' subalterns had an easy time throughout the tournament, though the Royals held them for a couple of chukkas in the first round and the 12th Lancers held them for half time in the final.

The 17th/21st have an exceptionally well balanced team of subalterns, all round about 5 handicap and each one well able to do his share of the work in his own place. They are well mounted and well drilled and reasonably good shots at goal.

The 12th Lancers also produced a good side, but their weak man was not compensated for by Selby McCreery, who put up a very fine game in the final.

The 13th/18th have some nice quick well-trained ponies and played with considerable dash. The Blues were disappointing. Their forwards, Sale and Broughton, show promise of good combination, but as a team they are still too slow, though they are improved in this respect.

The Life Guards are keen and Jenkinson is a fine hitter and has improved greatly this season. Like many other teams, they require more stick practice and fewer matches.

The Royal Artillery are disappointing; even Campbell, their best man, is slow, and the others are slower.

The 14th/20th Hussars, who won the handicap tournament, are a nice young side, quick and with the right idea of combination, obviously the result of Col. Hurndall's training. They are as yet weak hitters, but will no doubt improve with practice.

The Royals stuck to their task well against the 17th/21st; they are, however,

erratic, and when they get an opening take the ball across the ground, instead of to the goal.

The 10th Hussars have some nice quality ponies, but are very feeble with their sticks, though they gallop well.

The 3rd/6th D.G.s got in some useful practice at Ranelagh, but they want a lot more practice at home and their ponies are not the right quality.

After the subalterns' Tournament, a new Tournament for players under 30 years, called the Ranelagh Colts Tournament, for a cup presented by Mr. Rodman Wanamaker senior, took place. Unfortunately, most of the best young players got together in one team, which won despite the handicap. These comprised W. Filmer Sankey, Capt. Rajah Hanut Singh, G. V. Scott Douglas and Rodman Wanamaker jr. If we add to the above Capt. T. C. Roach, who played throughout most of the season for Whatcombe, and Capt. C. Pert, who played for the Tigers, we complete the list of most of the good young players seen in London this year.

Pert is an interesting player to watch: wherever he picks the ball up he goes straight for the centre of the goal and is a truer hitter than most players.

Altogether the prospects of an improvement in the standard of play in the next year or two are satisfactory.

What is required now is better horsemanship, more training of ponies, and assiduous stick practice. Every polo playing unit in the Army should also have one officer to supervise the above training and to instil proper combination.

In conversation Major Beard, of the American Army, told me he thought it required six years to make a good polo player. Two years to learn polo horsemanship and stick practice. Two years to learn combination in slow games. Two years to learn combination in fast games. I think this is a very reasonable estimate.

THE INTERNATIONAL HORSE SHOW

This show was held at Olympia during the last week in June. To the majority the most interesting event was the King George V. Gold Cup international jumping competition.

There was a very strong entry, including three Belgian, one Czechoslovakian, six French, seven Italian, five Polish, three Swedish and 27 British officers.

The jumping was extraordinarily close and a single fault was enough to put a competitor out of the running.

The first round ended with four riders—three British and one Swede—tying for first place. The standard was equally high in the second round, which resulted in a most popular win for Colonel Malise Graham on his gallant old horse Broncho, now 21 years of age. The others left in for the final round were Captain Dunn on Gobindale, Captain Dudgeon on Togo, and Captain de Koenig on Top Twig.

Considering the strength of the opposition the performance of our representatives was brilliant.

Other jumping competitions were Section A, won by Major C. T. Walwyn (Tanapex), Mr. B. W. Mills (Achchha) and Lieutenant Breul (Véronique), who tied for first place; and Section B, in which Lieutenant-Colonel Rommel (Jacek), Lieutenant Lequo (Bacce) and the Weedon Equitation School (Daddy Longlegs) divided first prize.

ALDERSHOT COMMAND HORSE SHOW

July 7, 8 and 9 were the days selected for this show. The arrangement of the programme had been considerably altered since last year, and this, added to fine weather, brought together a large number of spectators. The general arrangements were excellent.

The King's Cup for the best horse in the Aldershot Command was won by Captain C. H. S. Townsend, R.A.V.C., with Foxy Lad, a very nice weight carrying bay horse. He was bought in Ireland and sold as a hunter, but having developed a knack of putting his rider on the floor was sold to the Army. He then came into the possession of Captain Townsend, who got him perfectly quiet.

In addition to winning in the show ring he has won good class Point-to-Points. Colonel Graham's Winburn ran him close. This is another nice horse and might easily reverse the placing when his owner gets him exactly to his liking.

Several foreign competitors entered for the Connaught Cup, and one of them, Faworyt, ridden by Captain Dobrzanski of the Polish Army, was second; but the winner proved to be Warrant, from the Equitation School at Weedon, ridden by Captain F. E. Vining, R.A.

This is undoubtedly the hardest event of the year to win as the horse has to pass the riding school, jump the steeplechase course, cover 20 miles in two hours, and then go round the show jumps.

The jumping on the first two days was moderate, the horses being unused to the fences and the ground being somewhat hard and slippery. On the Thursday, however, we were treated to a wonderfully fine display, a number of clean rounds being registered. The eventual placings proved to be—

1. Lieutenant Bizard (French Army), no faults.
2. Captain Dziadulski (Polish Army), $\frac{1}{2}$ fault.
3. Equitation School, Weedon, $2\frac{1}{2}$ faults.

As the foreign competitors had filled the leading places on the first day they had their revenge for their defeat at Olympia.

The programme included an exceptionally fine display by a contingent of the R.A.S.C. under Captain P. R. Goldingham.

Horses worked in pairs, one being ridden and the other driven in long reins. In this manner various movements were carried out on the lines of a musical ride, the last being taking eight jumps placed close together. As

the rider had no means, except bit-pressure, of keeping the leader up to his bridle, and the slightest failure would have ended in a general mix up, the most perfect training was necessary. Everything, however, went off without a hitch, which was the more creditable as it had never before been attempted in the open.

The idea was originally conceived in 1923, since when it has gradually been built up to its present state of perfection. The horses are kept in regular work at their ordinary duties, some being riding school horses, others waggon horses, and a couple being driven in the coach. Four of them are new to the event this year.

The display reflects the greatest credit on all connected with it, and we heartily congratulate the R.A.S.C. on their performance.

HENLEY ROYAL REGATTA

Contributed by 'An Old Blue'

Writing of Henley Regatta on the second morning of the University Cricket Match makes one feel that the old dread of a Bushes Wind must be nothing compared with the feelings of the Cambridge Eleven after their adversaries had had a full day's cricket with a perfect wicket on waking to find a soaking pitch and possibilities of a bright sun.

The Regatta was for the third year held over the straight Course from start to finish, and during these three years the wind has always been up or down the Course, so that we have had no experience so far of what the effects of a Bushes Wind will be on the new Course. This year there was a light breeze all four days blowing almost straight up the reach, which made the conditions absolutely perfect, and enabled some very fine times to be done in the Finals.

There has seldom been a year in which there were better contests for every Cup.

The Grand Challenge Cup produced five Crews, any of which might have been worthy of winning the Cup, and, previous to the Regatta, there were at least four which were strongly fancied. In the end, Leander, which was a first class crew, and fully sustained the reputation of the Club, beat the Thames Rowing Club in the Final after a hard race in the fast time of 6 minutes 53 seconds, only 2 seconds outside the record last made in 1913.

The Ladies Plate produced some excellent racing, especially among the School Crews, Radley and Shrewsbury being especially good. Radley reached the Final, where they succumbed to Lady Margaret B.C. Cambridge, who were an extremely strong College Crew.

For the Thames Cup there were the usual large number of entries, and it was eventually carried off by First Trinity Cambridge rowing against the Henley Rowing Club in the Final.

The Army was represented by the Royal Engineers, who on this occasion were perhaps more muscular than scientific.

The feature of the whole Regatta was the rowing of the Third Trinity Four, who carried off both the Stewards and the Visitors, completing the Course in the former in 7 minutes 27 seconds, one second under record. Two members of this Four also won the Silver Goblets, defeating Nickalls and Lucas of Leander Club, all four oarsmen having already rowed two races that day.

The Wyfold Cup was won by the Thames Rowing Club, three of their Four being in their Grand Eight, and thoroughly deserving a win.

Of all the races at Henley the Grand and the Diamond Sculls are the two which are most sought after, and J. Beresford, who defeated D. H. L. Gollan in the Final for the Diamonds, perhaps rowed the best race of his life when he met W. M. Hoover in the Anti-Final on Friday. Hoover is one of the best scullers we have seen over from America, and sculls with great pluck and determination. There could have been few on Friday morning who confidently anticipated that Beresford would be at all certain to defeat him.

A fitting end to a most successful Regatta came when General Sir George Higginson, who is in his 100th year, presented the prizes.

NATIONAL HORSE ASSOCIATION OF GREAT BRITAIN

Sir Walter Gilbey, Bart., took the Chair at a meeting of the Council of the National Horse Association of Great Britain, held at 12, Hanover Square, London, W. 1.

The Chairman reported that he, with representatives of the Horse-Breeding Societies, had appeared before the Departmental Committee on the Export of Horses and had given evidence on this question of vital importance to the national industry of horse-breeding. It was their unanimous opinion that any further restrictions imposed upon the present practical medium for disposing of unfit and useless horses would re-act upon breeding and their replacement by younger and fresher animals, with a detrimental effect on the value of the horses left in the country.

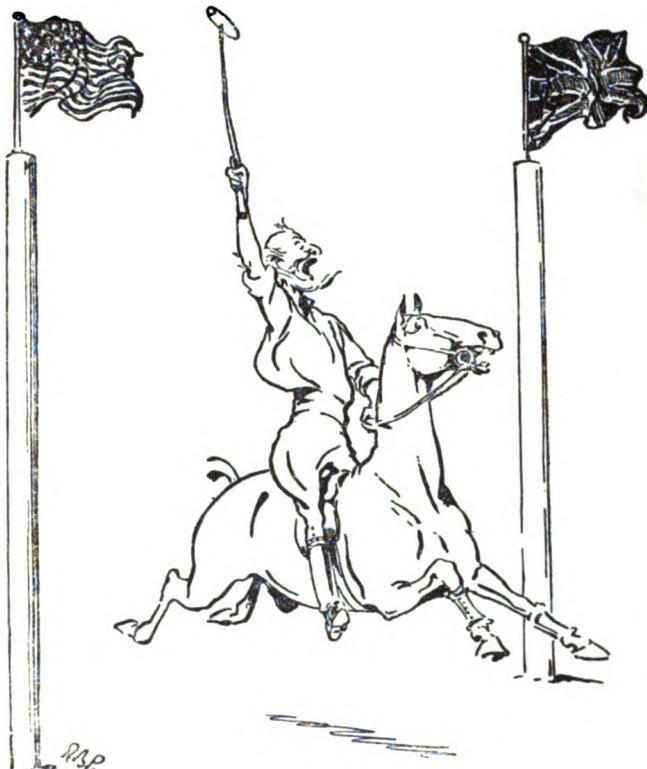
Abortion in Mares.—A letter was read from the Thoroughbred Breeders Association suggesting that all cases of abortion in mares should be notifiable to the Ministry of Agriculture, and, further, that it was desirable to consider methods for improving fertility. It was decided to invite expressions of opinion from all the Horse-Breeding Societies on these questions, which would again be considered by the Association at a later meeting.

The Chairman stated that the Association was now actively engaged in furthering the interests of horse-owners and breeders in the following directions: improvement in the surface of roads in general and specific cases; in opposing any restrictions on horse traffic in London; in securing better railway rates for exhibitors at shows etc., and in opposing all Bills and Regulations which affect the horse interests of the country. He trusted, therefore, that all Agricultural Societies and bodies interested in the Horse and Pony would join the Association and so enable the necessary financial support to be forthcoming for the maintenance of its work.

ALDERSHOT SMALL ARMS MEETING

The following are the chief results at the meeting held at Aldershot during the first week of August :—

Aldershot Command Champion Cup	...	2nd Rifle Brigade.
Hd. Qrs. Wing Challenge Cup	...	2nd K.R.R.C.
Machine Gun Cup	...	1st Coldstream Guards.
Berdoe Wilkinson Cup	...	1st Scots Guards.
Hemming Cup	...	1st Royal Dragoons.
Earl Roberts Cup	...	2nd Rifle Brigade.
Aldershot Command Challenge Cup	...	1st Bedford and Herts. Regt.
Goldsmiths' and Silversmiths' Cup	...	2nd Rifle Brigade.
Wellington Cup	...	2nd K.R.R.C.
Imperial Tobacco Co.'s Cup	...	1st Bedford and Herts. Regt.
Gale and Polden Cup	...	10th Royal Hussars.
Chetwode Cup	...	1st Devonshire Regt.
Revolver Championship	...	Lieut. W. C. Mason, 2nd Hants. Regt.



RETURN TO the circulation desk of any
University of California Library
or to the

NORTHERN REGIONAL LIBRARY FACILITY
Bldg. 400, Richmond Field Station
University of California
Richmond, CA 94804-4698

ALL BOOKS MAY BE RECALLED AFTER 7 DAYS

2-month loans may be renewed by calling
(415) 642-6233

1-year loans may be recharged by bringing books
to NRLF

Renewals and recharges may be made 4 days
prior to due date

DUE AS STAMPED BELOW

LIBRARY USE AUG 22 '86

LIBRARY USE OCT 24 '89

LD 21-100

YD 12992

RETURN CIRCULATION DEPARTMENT

RETURN TO → CIRCULATION DEPT.

642-3403

LOAN PERIOD 1	2	3
4	5	6

LIBRARY USE

This book is due before closing time on the last date stamped below.

DUE AS STAMPED BELOW

UNIVERSITY OF CALIFORNIA, BERKELEY
FORM NO. DD6A, 8m, 4'77 BERKELEY, CA 94720

